



# M[OB]ILITANCES

Inclusive mobility in Europe

Recommendations, Glossary, Illustrations

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# Preamble

The economic and ecological needs in the contemporary context turn mobility to a significant stake for collectivity, reason for which this field faces an increasing expansion of public and private initiatives for the efficiency of trips, safer and less polluting.

Paradoxically, the desire to transform mobility, in terms of a greater resilience, negatively affects vulnerable persons from social-economic, school and professional perspective. Therefore, the trip becomes paradoxically an obligatory fact, to the extent that it is increasingly difficult to achieve.

Obligatorily, since the structuring of territories remains highly focused by a social norm: holding a private vehicle, involving the securing of freedom and facility of movement, which highly justifies the suspension of proximity services, of fields such as: administration, education, health, hobbies, trade, public transport. All individuals who cannot afford and maintain a vehicle are de facto disfavoured.

It is difficult, since the digitalisation of information entails turning to technological instruments (smartphones, tablet, or computer), for the easiest actions: finding an address, looking for the schedule of a bus, payment of a transport ticket, scheduling a technical inspection. Besides the high cost, such instruments need from users skills of reading and understanding the written texts, looking for and decodification of information and of technical manoeuvres, which approximately 20% of population lack.

To rethink mobility in terms of efficiency and durability, it is even more important to rethink it in terms of inclusion. Our society must secure to each individual the right to move, to assure its fundamental needs of food, care, maintenance of relations, schooling, work, trip, supplying it all necessary means, with no conditioning of its life level.

The inclusion is the essence of Mob'In Europe partnership and the topic of this work. The ambition of its authors is to focus on point sometimes blind, of public transport policies: social stratification of movement capacity, generating inequalities, that calls our action on crossroad, gathering the forces of the actors of mobility, education, social action and commitment. Moreover, we have to support implementation on large scale of existing solutions of inclusive mobility as they contribute to the reduction of poverty, precariousness and social disaffiliation.

May the initiatives presented herein inspire the decision factors of public and private organisations and institutions!

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# Chapter 1: Inclusive mobility

Definitions

In practice

In the law today

Scenarios for tomorrow

# I. Definitions

## Mobility

Mobility is the property or character of those that can move or may be moved in space and has different forms, as associated to a stake or study object. Therefore, its lexical declensions are multiple: slight mobility, reduced mobility, residential mobility, spatial mobility, shuttle mobility, digital mobility, etc..

We shall deal here with **human and society** dimension of mobility: human because movement is inherent to Man and life and society since mobility has a high impact on life organisations and schemes.

First of all, mobility is a **social act**. Movement allows individuals to gather and accede to vital and social resources. Movement contributes to formation of society. Therefore, being interested in mobility means being interested in “all techniques and conducts allowing access to social resources wanted” (1). It is a central and transversal phenomenon of daily life.

Contemporary mobility is nowadays constituted as **social norm**. Symbol of freedom, wellbeing and prosperity in a certain imaginary collective, mobility turns into coercion and even obligation: nowadays, “93% of population is living in the attraction space of a town” (2), concentrating the services and jobs, in the detriment of proximity services (alimentation, education, care) from rural or peri-urban areas, generating a mobility obligation to its inhabitants. In France, “the average distance driven per person has increased six times within forty years” (3). This means that being mobile and independent is obligatory, even a condition. It is what we call **mobility injunction**.

Dating from nomad era, the mobility phenomenon cannot be reduced to the issue of transport services. Increasingly individual, even individualist, mobility requires more and more competences, skills, knowledge, coordinated by individual experiences and trainings, by education, financial, physical and psychical resources. Therefore, mobility, as indispensable tool of daily life, depends mainly on individual cultural luggage, the differences

being sometimes defined as major discrepancies

## Inclusion and active inclusion

**The term of “inclusion”** is increasingly used in several and different fields of contemporaneous society. It is interesting to notice as it is frequently associated to disability, being sometimes used by comparison to integration notion.

The notion of integration defines a disabled person adjusting to accede to the same conditions as the others.

By the notion of inclusion, we understand that society must adjust to the needs of a disabled person to offer it access to the services to which it is entitled.

If we take as example the field of school education, we notice that integration does not involve the particular device that may help the pupil to integrate. “It (...) must adjust, regardless the means employed”. Inclusion, on the contrary, “entails an active help and administration of disabled” (4). School allows access to schooling adjusted to its needs.

If we apply such definition to more vulnerable, more fragile persons who do not have access to classical means of movement, then the institutions must assure such access.

**Active inclusion** is a notion related to Charter of Fundamental Rights of the European Union. “It includes the right to work, the right to home and the right to social protection, in order to secure a dignified existence, at least equally decent” (5). It “consists in allowing each citizen, including disfavoured ones, to be active in society and mainly to exercise a profession” (6), focusing on 3 pillars: enough income, policies favouring return to labour field and access to quality services.

As we can notice, the notion of mobility is not a formal perspective of European active inclusion but an objective with difficulties identified long time ago by the actors of social and professional integration as manifestations and

causes of precariousness, poverty and exclusion.

## Inclusive mobility

The notion of **inclusive mobility** tries to answer to unequal access “to movement” (hold the competences and skills necessary for independent and durable movement) and “power to move” (hold the material means necessary for movement).

In the current society, where distances have increased and accessibility, namely proximity, is no longer a rule for those who do not hold a car, the feeling of belonging to a society disappears and social connection becomes increasingly fragile. The absence of mobility adjusted to this century creates social and territorial fractures, increasingly high. It is de facto an exclusion element.

**Targeting an inclusive mobility means having a social approach of mobility that may allow all individuals to participate to the life of society.**

In order to answer the individual needs, inclusive mobility is defined as all actions and solutions created and imagined, meant to remove the cognitive, psychological, socio-cultural, material and financial impediments that may compromise and reduce the possibilities of people to move. It relocates the individual in the middle of mobile devices, deemed as being answers to a need identified by all actors of a territory.

Therefore, inclusive mobility targets a horizon that may allow the individuals to move freely, according to their needs, by means adjusted to them. The notion of “accompanying” is primordial here as it is not enough to create new solutions of movement but it is necessary a change in the approach of movement, by accompanying the persons that do not choose spontaneously such new offer of mobility.

## II. Mobility in practice

### Operators of site

In France, the public policies have considered the issue of mobility, within professional and social integration, since 1990, through mobility support devices, offered on local initiatives. These fully developed during such period since public transport could no longer cover all needs of mobility of inhabitants. In parallel, driving a vehicle is very expensive or becomes too difficult, for a significant number of persons, mainly for those vulnerable, their chances to integrate being thus reduced.

Several **original initiatives** have appeared thus on local level, with a view to cover the direct needs of certain groups of individuals and have been implemented by public allowances in the form of vehicle lease services, against solidarity rates, associative driving schools, social garages, schools of bicycles and mobility platforms, the utility being experienced with the help of support and trainings.

### A generic right

The characteristics of our society (disappearance of proximity services in rural environment (7), increase of distances between domicile and work place, absence of access to work places, ...) have increased the needs of mobility. How can an European citizen notify and consider its right to education (art. 14 of Charter of Fundamental Rights of the European Union), the right to work (art. 15), to answer the needs of its children (art. 24) without the capacity to move? How can an aged person (art. 25), a disabled person (art. 26) live with dignity without being secured the capacity to move? (8)

This mentation defines the concept of mobility as a **generic and inalienable right**, to the extent that it **conditions the access of an individual to its other rights**, regardless if one refers to health, education, work....Defining mobility in its complexity means considering a unifying right, a right that may integrate the right to transport, movement freedom, the anchoring

right, the power to act collectively and, of course, **the right to mobility** (9).

### Multiple stakes

Empirically, considering its transversality and multiple stakes that it employs, mobility becomes a special issue, related to several fields.

**Education:** Considered a competence, mobility is acquired by experience and education, both formal and informal. The discovery of mobility, by school subjects, like reading books, use of references in the transport networks, use of town codes, are data to be entered in the school curricula and in the lifelong trainings and remobilisation processes.

**Health:** concentration of services in urban environment, to answer to the requisites of scale economy, coupled with the insufficient inclusive transport solutions, entails a scarcity of campaign and proximity doctors and removal of health services necessary to an increasing population. We refer here to non-mobile seniors who, in this situation, are no longer able to take care of themselves sufficiently. The late diagnostics and difficult medical cares, determined by such situation, increase the health care costs and reduce the life quality of individuals, from such collectivity.

**Life level:** the studies have proven a close connection between precariousness and lack of mobility. Access to a job, to professional training and not only, requires nowadays mobility. As previously seen, being mobile does not mean only holding means of transport to home or close to it. In contemporary world, being mobile entails mainly being independent in movement; this entails certain training and holding related material and financial means.

**Economy:** In France, inclusive mobility is supported on wide scale by integration policies. Allowing an individual to be mobile means to support its integration in society and returning to labour field. Some estimates show that, for each Euro invested in inclusive mobility, the

economy for collectivity is of EUR 6.00 (10). On the other hand, most of inclusive mobility operators are represented by structures acting in favour of integration, both by their object and functioning and by their production. The related sector of social and solidarity economy and that of integration by economic activity are the main suppliers of jobs, services and wellbeing of population.

**Ecology:** the social requisite of mobility entails currently movements, for which many persons do not have alternatives, on use of own vehicle, although they are aware that this kind of movement will no longer sustainable on long term. Indeed, the crowding of cities and rate of gas emissions with greenhouse effect are the main phenomena contributing to the saturation of towns, respectively of air. The vehicle mobility remains however a symbol of freedom and individual property, deeply recorded in collective representations and less discussed. Returning to individual use of vehicle entails the deconstruction of related imaginary. It is a revolution from society perspective, difficult to employ. Shared mobility and inter-mobility are for the moment in progress and is being experienced in some European countries, not being encountered completely the success.

The ecologic constriction is attached however to the stakes of inclusive mobility. Part of the supports and cares proposed by inclusive mobility operators are part of the logic of **durable mobility**. From social perspective, durability consists in the implementation of a collective mobility policies that may secure anyone a capacity of movement. From ecological perspective, durability consists in encouraging the use of public transport, of bicycle, of walking or sharing vehicles, proper for restoration of resilient territories, with respect to environment. Eventually, from economic perspective, durability consists in associating several operators of inclusive mobility, belonging to the sector of social and solidarity economy and/or represents integration structures, by economic activity. Securing a durable mobility, namely “satisfying freedom of movement of persons searching at the same time a reduction of impact of transport means used related to environment” (11), providing at the same time the vulnerable

persons the possibility to move freely represents the base of inclusive mobility.

**Transport:** The mobility substitutes the right to transport, used on large scale in some European countries, by public policies of accessibility of a high number of persons to public transport. However, the right to transport does not represent but an axle of mobility.

## Conclusion

Mobility must be conceived as **essential baggage** for full integration of individuals in society, with a view to build the society. It is a baggage of competence, to know and be able to move, accomplished, renewed and adjusted to the world and technologies by experiences and knowledge acquired during lifetime.

Mobility may be selected or sometimes imposed, the individuals not enjoying equality faced to access to mobility, in their capacities and freedoms to move. **Since it allows access of any of us to all its other rights, social institutions of every country are liable to remedy inequalities, to consider this issue as done in case of access to home, education, health.**

Mobility is thus related to policies. A policy of mobility has no sense but if **accessible to everyone**, with no exception, in all territories.

Currently, several social actors implement often “support solutions”, with not enough and punctual means, as well as with an intermittent, diffuse or vague political support. Therefore, it rather deals with palliative, sometimes innovative, but too rare empirical, local solutions, resulted from inaccessibility of key services, in the interest of public but not accessible but to a restricted public, as long as the needs of population are important. If we consider mobility a key factor to accede to rights and society, then, we must be aware that it necessarily relates to the sphere of policies, which entails the existence of the right to mobility.

**The acknowledgement of a universal right to mobility to all individuals is supported by several institutions, searchers and social actors on field.**

In France, the Law on mobility orientation (LMO), voted in December 2019, is enforced in this respect, although an accurate definition of the notion per se of “mobility” is still waited for. It defines as prime objective the mobility solutions for all citizens and territories. The target announced by LMO states that “the right to transport will be turned into the right to mobility to cover all stakes of access to mobility, not limited to access to collective transport or a vision focused on infrastructure” (12). In this respect, LMO stipulates the creation of Mobility Organising Authority (local MOA), to facilitate the right to mobility, covering the white areas and securing fair access to services.

In Romania, the legal approach is reverse, based on restriction of movement capacities of vulnerable population, perceived as marginal and dangerous.

In Wallonia, pilot searches and experiments have been performed during the last years, focused on such stake, however, the implementation of it into structural policies is not yet completed.

**The contrast between neighbouring nations is enough to prove the need and pertinence to ask for the valuation of a right to mobility and take this debate to European level. Thinking in terms of inclusive mobility means thinking together to the future society, to the type of society we want to build.**

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### III. (Inclusive) mobility in the European, Belgian, French and Romanian law

#### Competence of Mobility in Europe

On European level, mobility is ruled in terms of transport, being “one of common strategic policies of EU”.

On institutional level, the transport policy is entrusted to a European commissary and is organised through the general Management of European Commission of Mobility and Transport. It collaborates with the Member States of European Union, European industry, citizens and parties involved, for an effective, harmonious and coherent integration of different means of transport in Europe that may allow free circulation of persons and merchandise, observing the security, environment and rights of passengers.

The regulations related to transport of EU Treaty of operation are transposed under title VI (articles 90 - 100), and in the White Book (2011), under the name of “Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system” where the European Commission determines the bases of a more durable transport policies, formulating here 40 initiatives for favouring, increase, creation of jobs, reduction of addiction to oil and reduction of GHG emissions, until 2050.

#### Competence of Mobility in Belgium

Belgium is a federalized state, where competences and decision powers are shared among seven main entities: Federal State, Wallonia Region, Fleming Region, Brussels (defined from territorial and economic perspective) and Francophone, Flemish and German-speaking communities (defined from linguistic and cultural perspective). On sub-regional level, the country is divided in 10 provinces, and local administrative organisation includes overall 581 localities.

Mobility competences belong partially to federal state, partly to Regions. In Belgium, we encounter 4 ministers and/or state secretaries, charged in this field (one federal minister and three regional ministers). Political administration of mobility belongs to both provincial and communal powers.

#### Competence of Belgian federal state

The competences related to mobility granted to federal government include:

- administration of Public Federal Service of “Mobility and Transport”, charged with road, air, naval transport, durable and rail mobility policy, road security (including driving training, technical inspection of vehicles, road signalisation, public awareness, road works from a security perspective).
- administration of several big mobility institutions: air transport control body, national railway company, railway company.

#### Mobility competence of Wallonia Region

Wallonia region has the following mobility competences:

- administration of Public Wallonia Service, dealing with Roads and Premises (management of road network and regional vehicle routes, development of cyclic networks, logistic support of local powers in the field of mobility), mobility and hydraulic ways (decrease of vehicle pressure, merchandise transport on water or railway, multimodal departments and hydraulic infrastructures).
- management of Wallonia regional company of transport, charged with buses, tramways and subways

- gathering codified data related to mobility and transport of merchandise and enforcement of law concerning the obligation of companies with more than 100 employees, to present a mobility diagnostic, for three years

The mobility strategy of Wallonia government is defined in the document Vision FAST – mobility 2030. The objectives targeted by this strategy refer to the possibility of securing by government to all and mainly to the inhabitants of rural areas of access to goods and services, simultaneously with drastic reduction of the number of road accidents, of the number of kilometres of traffic jams and, mainly, reduction by 40% of greenhouse gas emissions, resulted from transport. In order to reach such objectives, it is considered, in principle, the multimodality model, entailing absolute and structural modification of such parts afferent to the means of transport, both for persons and merchandise.

The strategy is constituted on two directions: one related to transport of merchandise (adopted on 29th October 2020), the other related to mobility of individuals (adopted on 9th September 2019).

### Mobility competences of Belgian provinces and localities

The provincial and local authorities have progressively acquired mobility competences, entrusted mainly to provincial deputies and local officers that may influence the implementation of mobility services, having as destination the citizens, by local awareness of issue, by several solutions or local initiatives and by development of some different stimulants (services, bonus etc.). In addition, several Wallonia localities propose Mobility Counselling Programs (MCP), to materialise the political ambitions and facilitate the support and infrastructures favourable for an alternative mobility and to contribute to the improvement of companies' mobility.

### What about inclusive mobility herein?

In 2021, in Belgium, in the strategies of public authorities, the need of development of an inclusive mobility policy is not formulated with

the same terms. It does not represent therefore a specific, ministerial, local competence or related to provincial permanent deputation. Such a remark is not part of the missions of mobility federal service or regional strategy. It is not even the object of any transversal vigilance, as it is nowadays the fight against discrimination, based on age, sex or origin.

With respect to public transport companies (train, tramway, bus, subway), the express inclusivity strategies are rare and in general restricted to a support policy for persons with reduced mobility or tariff policy, favourable to numerous families and seniors but not to individuals with very modest income or with difficulties of reading and understanding the language.

The mission of mobility counsellors in Wallonia is to support the organisations (companies, schools, administrations, ...) to implement internal mobility plans but they are not trained for the support of vulnerable persons or in precarious situations or for the implementation of mobility solutions adjusted to such public, unlike mobility counsellors from France, who are actively integrated.

With a recent exception, training for vehicle driving is exclusively provided by private driving schools that do not propose specific training, adjusted to a public vulnerable from social, emotional, economic or cognitive perspective. There is no specific training of driving and mobility trainers for social and professional integration.

There are however private and public initiatives, in the field of inclusive mobility, of some partnerships, companies, schools and, more recently, two ministers of Wallonia from mobility department and social action: social taxis, social driving trainings, bicycles trainings, transport of individuals with reduced mobility, school transport, mobility units, financing of mobility trainings for extra-European individuals, individual grants for financing a driving training.

### Mobility competence in France

#### A transport ministry

In France, the mission of the Ministry of Ecological Transition in charge with Transport, named Ministry of Transport is to train and implement a state policy, in all transport fields. It collaborates with two of the six managements of the Ministry of Ecological Transition, to which it is attached:

- General Civil Aviation Authority (GCAA)
- Directorate-General for Transport, Infrastructure and the Sea (DGTIS)

The Ministry holds as well an inter-ministerial department, Secretariat General for the Sea (SGMer), providing coherence to maritime policies.

The General Commissary of Sustainable Development (GCSD) is a transversal structure, which reproduces data related to the action of ministry related to all its attributions.

DGTIS deals with all topics related to land and maritime transport, except for regulations of motor land vehicles, processed by Directorate General of Energy and Climate. As for road security, it is competent in delegating Security and Road Traffic to the Ministry of Interior. DGTIS is enrolled in the dynamics of sustainable development and energetic transition, favouring the means and customs, observing at most the environment.

The Ministry is charged as well with the establishment and implementation of legal frame of mobility organising authorities (MOA) and services implemented in conformity to institutional and financial plans.

The mobility organising authority, referred to as such by MAPTAM law of 27th January 2014, provides, among others, the organisation of urban transport network on its territory, called territorial resort. It organises regular services of public transport of persons, including school transport and may organise transport services on demand.

Since 1st January 2017, the Region is the authority competent to organise non-urban, regular, collective transport or on demand. Initially shared with the department, this competence has become exclusively regional, pursuant to law of 7th August 2015, related to

the new territorial organisation of Republic, called NOTRe Law. The region is also the authority competent for organisation of inter-urban school transport, except for those related to transport of disabled pupils which remain the social competence of Department.

### Too many white areas

Although the different legal structures may be MOA, up to present, only the communities of urban agglomerations, urban communities and cities are obligatory MOA, on inter-communal scale. Consequently, the majority of territories situated outside urban crowding are not currently covered locally by a public actor exercising competence in mobility.

Since 24th December 2019, **the law on mobility orientation (LMO)** has as objective to cover all national territory by a local MOA, providing communal communities the possibility to take over such mobility competence, in the areas deemed white. In parallel, it is followed the consolidation of Region role as mobility leader.

**The region becomes thus regional MOA**, for a territorial network on its level. EPCI (European Public Cooperation Institution) becomes **local MOA**, to favour the solutions adjusted to the needs of each territory.

The communitarian commissions had up to 31st March 2021 the possibility to decide whether taking over or not the competences of MOA. If not possible up to such date or the deliberation of community were not favourable, the region would become automatically, by substitution, MOA on local level, starting with 1st July 2021.

The advanced argumentations to determine a community of localities to take over the competence of organisation of mobility are:

- power to control local strategy of mobility, with the other local public policies
- power to decide the **services to organise or support** with offers of public or private mobility existing in its territory

- possibility to search for mobility solutions on regional level corresponding to actual movement needs.

## What about inclusive mobility herein?

In 2019, in France, one has used for the first time in a law text (Law on mobility orientation) the notion of **right to mobility**. This represents an important step in passing from the right of persons to transport stipulated by the internal transport orientation law (ITOL) from 1982, to the right of persons to mobility. It is thus expressly abandoned a logic focused on equipments and infrastructures in favour of services focused on the issues of individuals.

Therefore, LMO tries to answer the 4 important challenges:

- absence of transport means in several territories, different from personal vehicle which maintains a feeling of staying at home or depending on such vehicle
- environment and climate urgency reminding of the change of human conducts
- dead end of an infrastructure policy directed towards great projects in the detriment of daily needs
- a revolution of innovation and practice, constituted in visible opportunities.

On territorial level, with a minimum level of a community of localities, MOAs shall be able to develop or support the structures in charge with **services adjusted to territory, in terms of solidarity, active and shared mobility**:

- organisation in favour of using bicycles
- lease of bicycles
- financial allowance for purchase of bicycles
- platform of using shared vehicles

- car-sharing
- solidarity garage
- transport of social utility
- individual financial aids

In addition, in the MOA territories, **one may provide customised services of counselling and supporting mobility for:**

- vulnerable persons from economic, social or disability perspective
- applicants for a job, apprentices or holder of an alternative contract
- employers for the implementation of durable practices in trips performed between domicile and job of employees

By such law, one hopes that inclusive mobility may be supported by a solid policy. But, what shall happen with service financing? Currently, the devices are related to several financers, according to their field of intervention and/or public concerned: state services, local collectivity, Europe, policy of town, foundations of some companies.

One sole operational device needs sometimes the intervention of several different financers. This situation debilitates the structures, by annual approach of the commitment of actors in territory and partner financers.

## Mobility competences in Romania

### On national level

The Ministry of Transport, Infrastructure and Communication is the main entity in Romania supplying the mobility infrastructure. It manages the air, rail, road and naval fields. The Ministry is responsible for the establishment and implementation of strategies, policies and programs related to national network of public routes in Romania, according to national, European and international strategic documents.

The main strategies currently implemented in the field of transport are:

- Strategy of development of rail infrastructures between 2021 – 2025
- Strategy of sustainable transport between 2007-2013 and 2020, 2030
- Strategy of intermodal transport in Romania of the year 2020.

With respect to transport, for certain social groups, the ministries have different competences:

- The Ministry of Education institutes national or local gratuities for pupils and students
- The Ministry of Labour and Social Security determines gratuities and allowances for disabled persons or pensioners.

### On local level

If not covered by national strategies, mobility is in the charge of local authorities. According to administrative-territorial unit, mobility and transport are provided by municipal, communal or county local council.

The Council supplies the frame necessary for public transport services on local level. Therefore, one of the attributions of local council is the administration of social services for child protection, disabled persons, aged persons, family and other persons or groups with social needs.

Local council may determine strategies for local school transport for disfavoured persons assigning a budget in this respect.

### What about inclusive mobility herein?

Inclusive mobility, as defined on communitarian level, is part of national strategies of Romania. The issues related to it are encountered in the form of transport facilities for disfavoured groups, mainly disabled persons or pensioners.

Although not officially developed or supported by public or private institutions, inclusive mobility exists in Rumania, but it targets only physically disabled persons or persons with reduced mobility. The definition considered by Romanian authorities is limited, since it

excludes the persons from disfavoured environments, in precarious or poverty situation.

Due to the limitation of its definition, Romania has no national or local strategy of inclusive mobility, the notion not being entered in the National strategy of social integration and reduction of poverty, between 2021-2027.

Despite all this, the law of 2007, related to local public transport services has as basic principle the protection of disfavoured social groups by compensation of the cost of transport from local budget.

### Splitted public initiatives

The absence of a national strategy related to inclusive mobility leads to the occurrence of non-uniform or inclusive measures for all vulnerable social groups.

The solutions of inclusive mobility encountered by authorities to cover the needs of transport of certain marginalised categories do not appear as a national platform but as measures resulted from other laws or strategies, highly limited in terms of contents and geographical cover.

An example on national level is the recent suppression of gratuity of railway transport for students. Starting with 2011, they received total gratuity of railway transport, measure granted by the Ministry of Transport and Infrastructure, according to article 205 and article 2, of Law of National Education no. 1/2011. This year, the gratuity was suppressed and the 50% reduction of the entire tariff of tickets was granted exclusively to youth attending superior education, ignoring those employed or enrolled in a form of education (NEETS).

A similar example is offered by the Ministry of Labour and Social Security where disabled persons “benefit of free interurban transport, on discretion, on any kind of train (...), bus, or vessel, for fluvial transport, within the limit of 12 trips per year” according to law no.448/2006. Starting with this year the disabled persons and their legal tutors may ask as well for the return of the price of fuel if they chose to travel by personal car.

The two models cover a limited number of social categories and means of transport of the population of Romania, despite the fact that both documents come from national institutions. The absence of uniformity on national level entails the increase of mobility of disabled persons, whereas the mobility of other vulnerable categories, such as youth, is reduced, for the same period of time.

Another kind of allowance supporting mobility of marginalised categories is local and refers, for Bucharest, to the means of transport, like bus or subway. The categories of population receiving reductions or gratuity of public transport are decided on municipal, county level or on level of each town separately.

The categories receiving frequently such proximity services are the pensioners and children, the latter benefiting in small localities as well of free school transport, due to local initiative of schools or town halls.

Since the social categories receiving such allowances are decided on level of local or county councils and the absence of a uniform national strategy related to mobility represents a de facto notion, the permanent exclusion of certain social groups from the plan of free movement and keeping it apart from functional society is a situation frequently met.

### Marginalisation of vulnerable groups

The vulnerable groups which are generally excluded from local plan of inclusive mobility are represented by communities marginalised due to poverty, due to a voluntary or involuntary participation to illegal activities or those face with addiction to harmful substances.

Commonly defined in time, in the strategies of fighting against poverty, as “other vulnerable groups”, such individuals do not have access to the main public means of transport. Indeed, their location is in general in areas identified on the routes called “social”, deemed not profitable according to law of 2007, related to local public transport.

In the absence of means of transport, such marginalised vulnerable groups direct often to public services of social support (SPAS), having as mission to support the individuals

excluded from society. By law no. 292/2011 related to social support, all administrative-territorial units (ATU) in Romania have the obligation to implement public services of social support, within minimum public services, necessary and obligatory to be supplied on each administrative-territorial level, according to the same right.

However, such SPAS are not present but in a percentage of 29% of administrative-territorial units in Romania, lacking, mainly, in the most disfavoured areas, where encountered the most vulnerable groups. In addition, in the areas where such obligatory service still exists, the local social workers are sometimes deprived of education or other specialised trainings, unable to understand and answer coherently to the needs of mobility of marginalised persons.

### Private initiatives of rescue

Deprived of social security services, that should offer access to relevant means of transport, ignored by the majority of legislative initiatives, taken individually by different central or local authorities, the vulnerable groups rely on private initiatives that try to substitute the absence of a national strategy, related to mobility of vulnerable persons.

Such a private initiative, more and more encountered in vulnerable environments, around big cities, is the transport supplied by private companies, offered to the employees from such areas, that should thus travel daily by own financial resources to suburb factories. Such means of transport substitutes the lack of public transport since long-distance lines between disfavoured areas and urban centres are often deemed non-profitable.

This kind of initiative is generally lacked of law support or infrastructure of local authorities and depends completely on good economic operation of private companies.

A limit of inclusive mobility in Romania is provided by ignorance of restriction of access to education of individuals coming from disfavoured environments. An example in this respect is represented by individuals attending a formal school education in order to obtain the driving licence, highly reducing it the opportunity of social and professional mobility.

A partnership between NGOs and private sector tries to cover such gap and helps currently several young persons to obtain the driving licence for different categories of vehicles.

This solves only partly the issue since the completely analphabetic individuals continue to face difficulties in the use of the most relevant means of transport, difficulties caused by the incapacity to read the time schedule and routes. In the absence of social services, that may coordinate and direct it, by methods of mobility adjusted to their needs, several individuals from vulnerable areas cannot accede to labour, education or dwelling opportunities, as they do not know or understand the means by which they may refer to such opportunities.

This indicates the existence of a problem of functioning of state in the support of inclusive mobility namely that the authorities on all levels continue to favour a reactive approach, based on funding transports for the groups already in extreme situations and not to promote a proactive direction focused on prevention, counselling and education.

### Necessary coherence

Inclusive mobility is a notion difficult to be encountered in the speech of public powers, even if there are measures or general orientations related to the right to free movement in society of disfavoured groups.

The measures implemented by Romanian State for the support of mobility of its citizens are limited and exclude the marginalised groups. The current law lacks a coherent frame that may normalise the inclusive mobility on national

level and include all groups that may benefit of such services, without ignoring some vulnerable categories.

The absence of concepts and of a well-defined law related to vulnerable social groups and inclusive mobility continues to marginalise such groups and deprive it from their rights to move freely, according to their needs, by proper means.

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## IV. Which scenarios to intergrate inclusive mobility in public policies?

Mobility has several forms and relies on several politics and territorial actions. The approach of mobility on European level empirically is incongruent since there are several issues of governance specific to each country.

This White Book relates mainly to the values of inclusive mobility and distribution of it in our institutions with a view to reach to as many individuals as possible. Leaving from a base focused on two common points, respectively capacity of each individual to be mobile due to the access offered to competences necessary for the use of means of transport, on its disposal (namely movement) and capacity of the sector of labour and integration force, to propose complementary solutions to common law, social, solidarity, innovative devices and devices generating jobs (capacity to move), 3 scenarios are proposed:

### Scenario 1: Transversality

Thus, a first scenario focuses on inclusive mobility, approached in all fields of political life, integrated mainly in the main national ministries.

This proposal refers to the strategy implemented in favour of gender equality on European level. The scope of the project is that member states consider inclusive mobility systematically, according to an **integrated approach**, in all projects where transversal or specific actions may be supported. The target actions could have as scope the increase of capacity of each individual to move, mainly in favour of hiring and integration, to fight against isolation and exclusion, to reduce the split mobility among territories, services and status of individuals, to allow fair access to first need services, culture included and last, but not least, to favour the exchange in favour of sustainable mobility both in the labour and education and training field.

Inclusive mobility could become then a structured principle by prior approaching in any project the issue of access to locations and actions and mobility of citizens both from

cognitive and operational perspective in the implementation of each policy of access to education, health, sport and hobbies, employment, training, management of trips, in urban area. Each constriction also includes the manner of thinking collegially and locally about the solutions available, favouring their perennality, change of level, dimensioning or even encountering solutions proving value in other national or international territories.

As in case of gender equality, a target policy should be implemented, to mobilise all ministries. For instance, related to the approach of gender equality, we notice the increase of the number of conferences approaching such topic; starting with 2012, each ministry presents the balance of its actions and proposes new demarches. The same scheme could be applied to the issue of inclusive mobility.

Therefore, each government could advance according to its existing mechanisms and the ideas about development and means of application could allow other governments, less advanced, to enjoy such experiences. An interministerial policy, with specialised objectives and means, with a common base defined on European level, would allow significant progresses.

### Scenario 2: Specialised body

This scenario may be attached to cultural policy, regardless if French or Walloon.

The idea of having an expert body for the issues of inclusive mobility is pertinent since the approach of mobility is on crossroad of several fields: education, training, integration, employment, sustainable development, culture, economy, transport...

This body could be integrated to the biggest ministry, a ministry of Mobility for instance, in charge with the implementation of two accurate orientations: implementation of mobility education and training so that all beneficiaries are provided with basic movement knowledge (skills and competences) and support of actions in favour of movement power (material and

financial means) applied by actors on field. The plurality of territorial schemes, geographical complexity, territorial stakes are so different from one region to another, from one state to another, that a unique policy in the field of movement capacity would be counter-productive. Equally realistic is determining a base of knowledge that may favour the mobility experience and improvement of cultural, legal and local specificities of each country, like imposing a model of platform, lease device, garage, driving school and others would prevent innovation and cause the poverty of fertile land represented by actors on field.

Therefore, an expert body in the field of mobility and integration policy would allow the reduction of current difficulties faced by operators depending on the number of interlocutors, each with their duties, their target public and field of action and in terms of budgetary lines, non-perennial and different currently from one region to another.

This body could be provided specific budget, supplied, on its turn, by other ministries: each having a sub-budget for inclusive mobility, for each ministry to have the obligation to reduce the lack of access to its services (financing transport on demand, solidarity lease, procurement or reparation of vehicles) or to answer to social petitions of integration (financing driving licence, bus tickets, for instance). The amounts initially offered to cover such needs and actions would be transferred to an inclusive mobility body, whereas such ministries should no longer manage the needs of their policy in terms of mobility and would transfer the management of files, of petitions and actions to such body. Another financing source would consist in that a percentage of national and European budget (between 2-5%) would be submitted to the sector of inclusive mobility.

In any case, the option of a specialised or expert body or minister would allow a better legibility both for beneficiaries, public policies and operators.

The important missions of such body of inclusive mobility could be:

- securing access to knowledge of movement offered by school
- consolidation of access to knowledge of movement to adult public
- support of creation and permanence of inclusive mobility solutions
- providing for optimisation of governance, a better coordination and visibility of inclusive mobility policy
- promotion and maintenance of the right to mobility.

### Scenario 3: Responsibility entrusted to the sectors of integration and social business

This third scenario, part of a more restrictive principle, consists in associating inclusive mobility to policies related to integration and fight against exclusion. This option would target clear formalisation of relation between integration and mobility, presenting the risk of exclusion of some categories, except for the case when the sphere of beneficiaries would be extended.

This taking over of competences asserted would also entail an accurate political line, related to expectations, in terms of knowing and be able to move a specialised budgetary line. Close to the current French scheme, this option may weaken the programs and limits of the field of action.

### Conclusion

The objective of Mob'in Europe program is to implement a common culture of inclusive mobility in Europe. For this, is it possible to consider other scenarios as well, leaving open questions like: how do we integrate, from social, political and legal perspective mobility in European Union?

The answer to such questions remains open to all possibilities and relies on a collective approach.



# Chapter 2:

## Recommandations for inclusive mobility policies

Development of mobility offer

Supporting vulnerable public

Reduction of mobility issue

Definition of an institutional frame

## Development of mobility offer

An important factor of exclusion in the mobility plan consists in the insufficiency or impropriety of transport offer, in territory. Often, the offer in territory becomes anachronous comparatively to the needs and demands of mobility, increasing and diversifying and the structure of population modified. In this case, the policy of inclusive mobility may act on this level as follows:

- adjusting the public transport offer
- diversifying the mobility offer
- structuring the mobility offer

## Adjustment of public transport offer

The adjustment of public transport offer is, first of all, related to the effective needs in territory and the capacity of existing offer, to answer to such needs. This may be objectivised by inquiries on different levels, of target studies, of reports of thematic workshops, which may regroup all local actors (administrations, state services, local collectivity, associations, consular chambers, operators of public transport, users, ...), with a view to inform the organising authorities about mobility. In this respect, new lines may be created for the improvement of serving certain districts, hourly schedules of activity departments in territory may be adjusted, extended, reduced or augmented trains to be as close as possible to passengers' flow.

The failure to use public transport is not always explained by improper services proposed but rather by other factors, that may be considered: tariff, physical inaccessibility to locations or rolling stock, for certain categories of individuals, not knowing the services, procedures and customs.

The adjustment of public transport offer to the needs of population needs an improvement of **its accessibility** in terms of infrastructure (organisation of stations,), of rolling stock (installation of access ramps), as well as an information related to transport services and tariff policy.

However, the information is not always enough to secure in time the **autonomy of users**. The implementation of solutions of individual accompany or training are often necessary for individuals less familiar with the customs in force.

## Diversification of mobility offer

The diversification of mobility offer allows an answer to the needs of those who do not hold an individual transport, who want to use it systematically or are temporarily prevented to turn to it.

The public transport network cannot answer de facto to all demands of movement of inhabitants of some territories, mainly rural. **Transport on demand and of social or solidarity utility**, merged, proved new mobility solutions in rural areas, poorly or not served at all by public transport.

**Shared mobilities** represent as well new solutions. They consist in making available the individual means of transport classically: vehicle, scooter, bicycle and, more recently, electric kick scooters. They may have different forms:

- **joint use of vehicles**
- **car-sharing**
- **organised hitchhiking**
- **joint lease of vehicle.**

The holders of a driving licence that allows them to drive a scooter, a motorcycle or a vehicle as well as the individual who want to use daily the bicycle are not necessarily protected against all mobility difficulties: they still have to buy a vehicle, to maintain, to repair it and, if any, to have financial resources necessary to do such things. For individuals facing such difficulties, different alternative garages with classic commercial offer represent solutions on lowest cost:

- **social and solidarity garage**
- **classical garage with adjusted offer**
- **vehicle autoreparation garage**

## Structuring the mobility offer

For an effective development of a solution or global offer of mobility on long-term, the structuring in **network** is essential and needs modification on scale. This scale may be territorial or thematic, namely related to a given activity.

First of all, we refer to the possibility to benefit of the experience of each individual confirming the say: „ If you want to go fast, go alone. If you want to go far, go together.”.

## Support of vulnerable public

Certain persons need support to discover and master public transport services and inclusive mobility solutions. It is the case of aged persons and of the persons in social and professional integration (beneficiaries of some minimum social aids, applicants for a job, precarious employees, disabled persons...), persons often qualified as „vulnerable”, „becoming vulnerable”, or „fragile”. The support of vulnerable public is performed on 7 axes:

- Creation of territorial entities
- Counselling (mobility counselling)
- Informing and orientation towards the existing mobility offer
- Informing and orientation towards customised finance offer
- Helping with learning
- Acting on the side obstacles to mobility
- Actors' professionalising

## Creation of territorial entities

For long-term support of vulnerable persons, related to their issue of mobility, it is primordial to think of mobility on scale of a territory to answer to local specific needs.

A thorough diagnosing stage allows the identification of the needs of mobility of population, mobility obstacles, priority public as well as a situation of places of local transport offer.

In Belgium, **mobility local units**, in France, **inclusive mobility platforms**, are included in this logic of territory. They allow the observation of target public needs, overall, for optimum

organisation of different means of transport and mobility services, as well as support actions.

## Counselling (mobility counselling)

The notion of “mobility counselling” entail different realities depending on context where used. In the field of environment, for instance, “mobility counselling consists in helping quotidian mobility actors to reduce daily use of vehicle” (Cerema, 2003).

In the field of inclusive mobility, mobility counselling relies, most often, on individual diagnosing (called mobility diagnosing or balance of mobility competences). The latter may have different forms but it will always have as objective the advancing of potentials and identification of impediments to personal mobility.

In France, relying on such diagnosing, it is proposed a mobility route included in the integration program. The notion of route actually appears during the diagnosing stage and includes different stages: orientation by a social expert or employment, evaluation of needs and expectations of a person, determining a plan of action, implementation of it, evaluation of actions performed. The route is presented in the form of individual meetings and workshops, having as objective the action on 3 levels:

- **to know how to move**, related to cognitive skills and possibilities of learning of an individual (read a plan, a map, booking a ticket on Internet, orientation in the means of transport, learn how to drive, ...)
- **to be able to move**, related to the movement capacity of individual (residence place, offer of transport available, financial support involved, holding or not a vehicle, resourceful individuals from the group, ...)
- **desire to move**, related to the motivation and wish to move of a person

This global approach of mobility of vulnerable persons still has to be implemented in Belgium and Romania, where local bodies undertake the

initiative of solving such issue, from the perspective of a driving “route” to a supple independent, adjustable and diversified mobility, that may put in practice individual and collective actions to accompany individuals in this demarche.

Among such actions, a well-developed solution in France consists in organisation of mobility workshops allowing mainly acting on the manner to know how to move, with specific objectives: learn to orientate, to discover transport means, less or not used at all, use digital tools (applications, Websites,...), improve self-confidence, ....All target the development of personal autonomy of those sheltered by such sessions.

### Informing and orientation towards the existing mobility offer

Acceding to a mobility offer in territory is not easy for all. Fear of unknown, of first time, of the look of others, represent as many obstacles that prevent some individuals to accede to offer, although it is adjusted to their needs. Often, in order to help a person in difficulty, it is not enough to direct it to a device: it is necessary to contact the individual and accompany it physically, for the latter to be able to discover and integrate mentally the places, customs and procedures. This is not possible without a trust relationship, based on respect and consideration of the needs and fears of such person.

*For details about the inclusive mobility offer susceptible to be subject to support, see section “Evolution of mobility offer”*

### Informing and orientation towards customised finance offer

Financial impediments in mobility are the easiest to identify in the situations of individuals. The existing possibilities of public and private financial support must be however notified to target persons. The mobility of access to offer, the procedures of entering support petitions and means of assigning it are often complex when it must be implemented a support for less educated persons, foreigners or even anxious persons lacking self-confidence.

*For details about inclusive solutions of financing in the field of mobility, see the section “Reduction of mobility issues”*

### Learning support

Access to a new individual transport needs training and, for vulnerable persons, it must be often consolidated.

Preparation for obtaining driving licence is part of mobility solutions most often required by population. Also, seniors are a category asking for support since, with the passing of years, their driving capacities decrease.

In order to obtain a driving licence or continue driving on long- term, several supports are possible:

**Pre-training for driving licence:** Some individuals do not possess the level of knowledge necessary to accede to training for acquirement of driving licence, organised by driving schools. It is therefore necessary a **pre-training for acquirement of driving licence.**

**Reinforcement of traditional training:** For some individuals, support during training in a classical driving school is enough. It is the possibility to assure the progress of an individual, by regular meetings, related to his/her motivation, by offering answers to his/her questions, serving thus as mediator between the driving school and pupil. In France, FASTT is financing the inclusive mobility platforms for such support offered to interim individuals.

**Specific training:** in order to answer the needs of individuals facing difficulties in obtaining the driving licence in the classical circuit, specific training is necessary. They often need a longer period of time, they are using alternative pedagogies, they propose complementary modules and cost less. The objective is however the same, to cover the theory and practice in order to obtain the driving licence category B. Social or solidary driving schools offer such trainings and allow the solving of cognitive, social-cultural, psychological and financial impediments.

**Organisation of examination according to traffic code:** For the candidates with such

characteristics, specific sessions may be organised to solve the problems of traffic code, by implementation of devices that may favour the understanding of procedures and questions to exam.

In France, such procedures are applied to candidates:

- deaf or mute
- dysphasic and/or dyslexic and/or dyspraxic
- with specific disability of locomotor apparatus, if the disability makes impossible attending a traditional session
- who do not know very well French language.

In Belgium, the candidates are:

- individuals with difficulties of understanding or reading, certified by an authorised body
- individuals mastering well French language
- candidates falling five times the theoretic exam.

In Romania, the theoretic exam of traffic code is available in different languages.

**High driving experience:** The optimisation of success on practical test, to obtain driving licence category B is possible by improving the driving experience on minimum tariff.

In France, after minimum 20 hours of driving attended at a driving school (classical or social), **supervised driving** allows the continuation of learning how to drive, with one or several attendants.

In Belgium, after passing the vehicle examination, the theoretical part (obtaining the theoretical driving licence), the candidate may learn, on its discretion, to drive from A to Z, by attending an authorised driving school or attend partly or all practical lessons on „**free branch**”, with provisional driving licence, assisted by a freelance authorised trainer or a guide selected from its group.

**Updated training for seniors:** With the passing of years, the physical and cognitive

skills of individuals decrease. Visual acuity decreases, the time of reaction increases, decision-making is slower. In this context, the aged individuals develop by themselves adjustment strategies: stop driving so much during night, avoid driving under unfavourable weather conditions, change their route but they insist on updating their road and technical driving knowledge, by workshops. Such workshops may have different names but they all refer to increasing the awareness degree. In addition, besides updating knowledge of traffic code, they assess as well the skills of driver in practical situations, with the help of a trainer. The initiatives are numerous and are organised by different structures: insurance companies, collectivity in partnership with local associations, driving schools. They may be entirely free, they may have a reasonable tariff in general.

Other transport means like bicycle may need training as well.

**Bicycle school:** The bicycle, mainly the electric one, has become a privileged means of movement, as an alternative to vehicle. But, contrary to our mentality, not all adults know how to ride a bicycle or do not dare to use a bicycle in traffic, except for leisure activities. The bicycle school offers training of perfection classes for all those who want to learn how to ride a bicycle or acquire safety in using this means of transport.

In order to facilitate access to other individual transport means, like scooter or kick scooter, it is often necessary a **specific or adjusted training**. Vulnerable public usually lacks self-confidence, therefore, a first demarche to a new means of movement needs special training, the main advantage for a vulnerable person being the reduced time of learning.

### Action on mobility additional impediments

The support of vulnerable public is possible in accordance with the actions related to impediments of mobility such as: children care, study of French language, digital studies.

In France, all such impediments are not related to mobility platforms. The essence of platforms

consists in network work and partnership. They become thus a tool in the process of insertion.

In Wallonia and Brussels, the bodies authorised by public authorities support and train less skilled individuals and/or faraway from a work place, by a global approach, by examining the general resources and difficulties faced by such individuals. The bodies are authorised to answer internally as well as in partnership with other operators in the most proper manner. They may be interested in the mobility of their public and implementation of actions in the field of: mobility diagnostic, travel help, mobility training, training to obtain a driving licence, orientation towards specialised operators, etc.,

### Actors' professionalising

The support of vulnerable individuals considers as well the professionalising of actors accompanying them. In France, for the training of such mobility experts, one may propose **trainings for mobility - integration counselling** during permanent trainings.

### Reduction of mobility issues

The reduction of mobility issues may be possible on work axis as follows:

- by reducing the mobility needs
- by anticipating the mobility difficulties
- by anticipating a financing offer.

### Reduction of mobility needs

Nowadays, there are solutions for the reduction of the needs of mobility of population and avoidance of movement. The daily services (food, health, transport...) are sometimes less accessible. Of course, this may target the entire population, however, the issue is acute in case of vulnerable persons. Which solutions may one propose?

A solution, for instance, may be getting closer the services to population, as follows:

- by relocating the most implemented from big urban centres to smaller localities
- by organising social permanence, mainly in peri-urban and rural areas (antennas, visits at home, bus circuit)

- by providing territorial cover.

The dematerialisation of certain public services may be a solution of reducing movement, in order to facilitate access to information and administrative demarches, of a majority of users. However, a significant number of individuals who do not master digitalisation are facing difficulties when they want to get informed or perform different actions. Therefore, any dematerialisation of public services must necessarily be attached a policy of accessibility and mediation.

In France, public service institutions (MSAP) allow the individuals living faraway from administrations, mainly those from rural and peri-urban areas, to accede in the same territory to the main public services. In addition, there is the possibility to accompany the users in their daily demarches (social performances, access to a job, energy, transport,...), by MSAP agents, trained for actions of digital mediation.

The needs of mobility may be reduced as well by organisational adjustment of society and training centres. Some training centres propose dwellings for individuals with farer domicile or the adjustment of hourly schedule of training, in agreement to those of public transport.

In the labour field, the joint use by employees of a vehicle may be organised spontaneously or on initiative of company's management. This may propose its employees telework. In France and Belgium, such disposals may be included in a **plan of movement of company**.

### Anticipating the mobility difficulties

In order to anticipate the mobility difficulties, it is necessary the awareness and training of professionals and children.

The awareness of professionals, from different sectors of integration becomes a need for the administration of mobility issues in case of emergency: when a person has to move within a short term, due to social or professional reasons and has no solution, to do it. Indeed, there are less solutions that answer to short-term emergency, except for expensive solutions, like taxi or lease of a vehicle per day. Therefore, mobility must be considered on average or long term since the extension of

mobility radius of a person entails access to different means of transport that need sometimes training. Mobility diagnostic may allow the professionals to identify impediments that may create problems in the future.

For an adequate and responsible conduct, as road user, education must start on early age. Nowadays, there are several initiatives for the awareness and training of children.

In France, the school certificates of road security are the main diplomas obtained related to mobility, before driving licence. In addition, there are training programs for children like Know how to ride a bicycle.

In Belgium, mobility education and road security may be studied at school, as facultative subject. Therefore, the following are targeted:

- consolidation of skills of pupils to walk fully independent and responsible on public roads
- theoretical and practical study by pupils of the use of different means of movement
- possibility to select a pertinent means of movement, depending on their needs, the life context and stakes of society (social and environment)

On the other hand, in certain regions of Belgium, there are school movement plans (SMP). Like the plans of movement of society, the main objective of SMP is to provide a sustainable administration of mobility in school institutions. The benefit, for younger pupils consists in the possibility of experiencing actively driving the kick scooter and bicycle, inside and outside school. For the older ones, the objective is to master its own mobility actively and multimodally and use frequently bicycle to go to school.

### Planning a financing offer

The reduction of mobility issues may be done by offering the public financing offers deemed necessary by public authorities. Although the financial impediments are easier to detect, it must not be forgotten that financial solutions are not always enough. An increasing number of institutions become aware of such issues, being thus necessary support and careful

supervision of beneficiaries, to reach the end of such project. The financing may have different forms:

- preferential tariff: personal microcredit/ for individuals and licence for 1.00 €.
- adjusted tariff policy
- participation of employer
- individual training account
- financial support

In the field of inclusive mobility, the financial support increases. It may take the form of some movement or specific allowances (financing the driving licence, help in purchasing a vehicle and accessories). An increasing number of municipalities encourage the purchase of electrical bicycles, financing part of the purchase of it and related equipment. **The support in obtaining the driving licence B category** is the most representative, being sometimes deemed essential in a sustainable professional integration.

### Definition of an institutional frame

The determination of inclusive mobility solutions must be supported by defining a strong institutional frame, a solid political base, securing the perennality of actions and creation of new innovative solutions.

The French solution proves that it is an example of process that leads to defining such a frame still in construction, by:

- identification of kinds of national resources
- initiation of political thinking
- enactment of laws
- financing measures.

In France, the first inclusive mobility devices appear in the '90s, being implemented by professionals in the field, in a degraded economic context. Their development shall continue so that, between 2000 - 2010, inclusive mobility, although not having expressly this name, will be entered in the public agenda. Several researchers focus on the issue and, on site, the first organisations in the network appear, seminars and meetings are organised, institutions are created, as well as

the Institute for the Town in Movement playing a primordial role for the ideas related to such issues (1).

## Definition of places of national resources

Subsequently, other kind of resources appears as well (institutions or websites).

In 2013, the alarming number related to active persons that could face difficulties of mobility to accede to work or training determined the teams of Wimoov and Total to found the **Inclusive Mobility Laboratory** (IML), in France.

In 2020, it launched, on public demand of DGTIS, the website Tous mobiles, having as objective to supply the tools necessary to involve by “solidarity mobility, mobility through all and for all” the territorial actors.

A similar demarche, launched in 2018, is a collaborative platform France Mobilités, relying on 4 objectives:

- sharing good practice
- identification of solutions for territories
- favouring the implementation of innovative solutions
- acceleration of implementation of experiments.

## Initiation of political thinking

IML has actively contributed to the **Bases of mobility**, political thinking initiated by the Minister of Transport in September 2017, having as objective the preparation of a future law of orientation of mobility (LMO).

## Enactment of laws

**The law of orientation** of mobility was enacted in December 2019 and is a landmark in the awareness of the fact that mobility does not represent a transport issue

## Financing of measures

Public authority may develop an inclusive mobility policy materialising the financial means for creation or perennality of innovative mobility

services, adjusted to the needs of individuals, facing difficulties in movement.

Therefore, the state supports the implementation of LMO through the Strategy of prevention and combatting poverty. The measures of the plan of combatting poverty are related to joint solidarity which, starting with 2021, receives an amount of EUR 30 million and it is developed around 3 axes:

- Territory structuring in mobility platforms
- Supporting individuals for integration
- Development of solidarity mobility solutions

On the other hand, the plan of economic relaunching **France Relance**, as an extension of the objectives defined by LMO, includes several measures targeting the improvement of transport infrastructures and favouring individual mobility. They focus on five topics, one related to quotidian mobility, by development of the plan of bicycles and projects of public transport.

Also, in 2019, the Walloon Government stated, by regional policy statement (RPS) 2019 – 2024 a strong social ambition: drastic reduction of poverty and securing a decent life to citizens. The plan of ending poverty between 2020 – 2024 defines mobility as one of priority fields of action, for fight against poverty and determines the financing of training for management, of different target groups. Individual grants are offered to cover the training at the driving school (theoretical and practical classes, with graduation of exams), for a number of 4000 applicants for a job, starting with 2021.

## References

Le Breton Eric, 2019, « Deux décennies de mobilité inclusive - Quelques éléments pour un bilan prospectif »

<https://www.mobiliteinclusive.com/deux-decennies-de-mobilite-inclusive-par-eric-le-breton/>

DGTIM, Directorate General of Infrastructure, Transport and Sea, Ministry of Ecological Transition dealing with Transport

# Chapter 3 :

## Glossary of inclusive mobility solutions

## Accessibility

In the field of transport, **accessibility** defines the possibility of all citizens to have access to transport systems and refer partly to the problem of persons with reduced mobility (PRM).

Consequently, several factors may occur: motor disability, as well as blinding, deafness, pregnancy, body injury, transport of a child by buggy, use of a suitcase or even difficulties in understanding the language.

For such individuals, each movement may be a difficulty if certain arrangements are not performed.

In France, law allowed the transport organisation authorities to get involved in a system called SD'AP (directory scheme for scheduled accessibility), that entails a range of commitments:

- proposing a program of investments in infrastructure
- purchase of vehicles adjusted to a determined rhythm by decree
- identification of priority stops according to the criteria defined by decree
- implementation of training the drivers and staff for public service
- implementation of some data accessible to passengers.

In case of development of SD'AP system and not only, the associations' consulting is necessary to consider better the needs and expectations of PRMs. This consulting is possible through local commissions of accessibility, which are dialogue forums between the decision factors and the representatives of users (associations of disabled persons, aged persons, economic actors etc.) or by ad hoc committees.

In Belgium, the Wallonia - Brussels Accessibility Collective (WBAC), gathering approximately twenty associations, works with the transport

companies from Brussels -Capital region and Walloon region to achieve similar objectives.

## Support for obtaining the driving licence category B

There are several financial allowances for training with a view to obtain the driving licence category B. This does not mean however that the support covers all needs, considering that they are often specific to a territory, are partial or for a certain public.

There are three ways to obtain the driving licence category B:

- Full cover of costs: Training (theoretical training related to traffic code + driving practical training) is fully financed. The beneficiary has nothing to pay.

*See Illustrations in chapter 4: Passept Drive (BE) ; Licence for the future (RO)*

- Partial cover of costs. The beneficiary of allowance must produce evidence that it may cover part of the training cost. The objective declared is to make the candidate responsible.

*See Illustration: Atouts permis (FR)*

- Partial cover of costs and trade-off of allowances granted. In France, an increasing number of municipalities contribute to the financing of training, for the acquirement of driving licences by their citizens. They offer in exchange their time to an association, on their discretion. The volunteering duration, as well as the characteristics of beneficiaries varies from one municipality to another. In general, this measure concerns the youth who are required in exchange an average of 50 hours of volunteering.

*See Illustration: Bourse aux permis - Caen Municipality (FR)*

## Mobility foundations

Seen as a place of reflection, discussion and debate, the mobility Foundations have developed in France between September – December 2017. They gathered elected officials, operators and companies, NGOs, associations and users, skilled people, state services, around different thematic, innovation or regional workshops. The inclusive mobility laboratory was part of one of the workshops called: “Closer mobility: reduction of social and territorial divisions”. The synthesis of this thematic workshop summarises and details the main measures proposed:

- reduction of territorial inequalities in the field of mobility. Identification of a responsible authority. Support of local initiatives
- facilitation of access to mobility of vulnerable persons
- facilitation of access to mobility of persons with reduced mobility
- perceiving mobility globally, in order to develop access to activities and reduce the need to travel.

## School certificates of traffic safety

In France, **the traffic safety school certificates (TSSR) 1 and 2** are issued by college respectively in the 5th and 3rd class and refer to the knowledge related to risks and regulations applicable to each kind of user: pedestrian, cyclist, motorcyclist, passenger of a car, future driver.

The two tests have the form of 20 video sequences illustrating multiple choice questions and need a minimum score of 10/20.

Such certificates are obligatory for persons under 21 years old, to obtain driving licence A1, or A2 (motorcycle), B (vehicle), B1 (heavy quadricycles licence) and AM (motorcycle, quadricycles, scooter or small cars with cylindrical capacity of maximum 50cm<sup>3</sup>).

Another certificate is for those who have not obtained ASSR, including individuals not schooled in France: **traffic safety certificate (TSC)**. This is issued by Gréta, to the

individuals successfully passing the knowledge test related to traffic safety regulations and conduct of different users. It is the equivalent of TSSR 1 and TSSR 2 certificates, that may be obtained in the school environment.

**The traffic school certificate (TSC)** was elaborated for pupils with sight disability who are not allowed to attend TSSR, or TSC. The test is a variant of TSSR, with a range of questions focused on pedestrians, passengers, prevention of dependent and risky conducts, citizenship, education for sustainable development. The passing of test has no time limit and allows the acquirement of a certificate of knowledge related to sharing road space and risks incurred as user.

## Social and solidarity driving school

A **social or solidarity driving school** is an associative structure offering training for acquirement of driving licence category B on a solidarity tariff, to a public facing financial, educational or psychological difficulties.

In France, the missions of social driving schools are not generally limited to the training of pupils related to traffic code and driving. These may be completed by support, advice related to mobility and sessions of awareness of road safety. Such trainings may be also integral part of an inclusive mobility platform.

The trainers hold the same diploma, as the professors of traditional driving schools, being necessary a high level of listening skills in order to support the best the public.

The most common functioning mode:

- Receiving accompanied individuals, directed to driving school by an expert called “prescriber” who is the guarantor of social-professional integration process of candidate.
- Selection criteria: close connection between the licence project and professional project, verification of integration procedures and search of jobs, valid identity document, initial evaluation of driving between 35 - 45 driving hours, for manual gearbox

vehicles, between 20 - 30 driving hours, for automat gearbox vehicles

- Duration of training: 6 months-2 years
- Modular training related to traffic code, collective, face-to-face to the trainer
- Customised support and differentiated pedagogy
- Training financed by public structures, often communities, entailing a very low cost for candidates (between 150.00 – 500.00 €)
- High rate of success

In Belgium, up to present, the sole social francophone driving school was founded in 2016, in Charleroi. It offers theoretical and practical training. The theoretical training is longer than within an authorised commercial school and approximately similar in terms of tariff. The cost of practical training is reduced to half; however, it may be expensive for a certain public. Therefore, besides the reduced cost, the applicants may receive a financial support depending on their status. Some associations offer only theoretical training. This is longer than the legal period and includes other educational contents, mainly sessions of linguistic and methodological consolidation.

The target public of such approach may include:

- applicants for work positions, unemployed for at least 12 months, registered at FOREM, or equivalent
- beneficiaries of social integration income (CPAS), or equivalent social service
- disabled persons confirmed of + 80% or + 12 points.

*See Illustrations: Social and solidarity driving school of Flers and Itinerant social driving school (FR)*

*See Illustrations: Training session for theoretical driving licence of FUNOC (BE)*

## Autonomy of users

**The autonomy of persons, related to mobility**, represents the objective presented by several inclusive mobility plans. The use of public transport is often the first step and needs

learning. How and where to buy a ticket, how to read the bus hourly schedule, how to reach a station etc., all these are questions that the users must encounter an answer calmly and on different networks before the trip. Autonomy is generally acquired fast, by attending theoretic educational workshops, mainly if these are consolidated by practical work. But, for a highly vulnerable public, like persons with motor, visual or mental disabilities, who may be relatively independent on the routes identified and used regularly, everything becomes complicated with a new route, if works are performed in their town and the references are changed. There are initiatives helping such individuals to maintain or regain autonomy. These consist in physical attendants, more or less frequent, more or less regular, the objective being to gain confidence, so that, the beneficiary act alone on a pre-established route or inside a transport network.

*See illustrations: Handuo Tandem Caen urban support (FR)*

## Car-sharing

A **car-sharing** service or self-service is the system entailing that a public or private structure or even a group of individuals makes available to the members of services one or several vehicles.

The user has thus a vehicle financed only during its needs. The rest of the time, the vehicle is used by other members. The diversity of use, during different intervals of time, represents the success of this system.

The costs of purchase and maintenance of vehicles are grouped in car-sharing service, this operation existing under different forms. The system is conceived as a real alternative to individual property of vehicle.

*See Illustrations: Ecomobil (FR) - Cambio carsharing (BE)*

## Organised hitchhiking

**The organised hitchhiking** gathers drivers and passengers registered in the same database, using mutual recognition signs (map, sticker, armband etc.). The stations where the

passengers wait for the drivers are sometimes those of public transport, already existent. The trip is generally free or very cheap.

*See illustrations : Rézo Pouce (FR)*

## Local mobility unit

In Belgium, the **local mobility unit** drafts the petition and offer of transport, on local level, offering anyone who requires, by a telephone office, information and advice related to the means of transport available, public transport schedules or the best way to travel from point A to point B.

In addition, with respect to public transport, they promote alternative services of local transport, with private vehicle and promote sustainable mobility among population. The local mobility units offer as well to municipalities their expertise in the field of mobility.

Often created by associative sector, to satisfy the specific needs of local population, the mobility units are diversified, but they are not present in all sub-regions of Wallonia. Each proposes, besides local mobility data, additional services such as: training for bicycles, bicycle workshops, trainings for acquirement of driving licence or solidarity transport.

Starting with 2019, the local mobility units may receive a Walloon public allowance based on an agreement with a regional mobility unit, in charge with coordination of their action and stipulated in this scope by long-term financing.

*See illustrations : MOBILESEM (BE)*

## Personal training account

**Personal account for training (PCT)** makes possible the acquirement of training rights, that may be employed during the entire professional life. It has a universal vocation and targets all active persons. The objective is to contribute to the initiative oneself, to maintenance of its commitment capacity and providing its professional career. Since 2017, training for acquirement of driving licence category B (as well as for B78, C1, C, D1, D, C1E, CE, D1E, DE) is part of training courses financed within PCT.

The conditions are the following:

- acquirement of enough training rights in PCT account
- explanation of the manner how the driving licence helps in providing or development of a professional career (affidavit)
- to not have been subject to a suspension of driving licence category B or interdiction to obtain it again

The PCT rights are mobilised for training, targeting the passing of traffic code exam, driving exam or both. One cannot employ for a driving updating (foreign driving licence validated in France, without driving a long period of time), for a course of recovery of points, driving hours to pass from automat gearbox to manual driving box.

The organisations authorised to offer training to obtain driving licence category B at PCT are those holding:

- an authorisation from prefecture to teach driving and traffic safety, against cost
- several activity declarations as training organisation
- certification or authorisation of quality.

## Supervised driving

Apprenticeship during **supervised driving** targets, in France, candidates with minimum age of 18 years, enrolled to a driving school in order to obtain the driving licence category B. It allows the candidate to complete initial training, with a driving stage "supervised" by a guide, to pass the practical test, under safety conditions.

In order to access it, the candidate:

- has to pass the traffic code test
- to attend a practical training, with a professor from the driving school (minimum 20 hours)
- to receive a favourable evaluation from the driving school trainer
- to be accompanied by a person meeting the following criteria: to have driving licence category B, for minimum 5 years (no age limit), to have never

- committed a traffic infraction (alcohol, speed excess, suspension, or annulment of driving licence)
- to obtain the agreement of vehicle insurer.

The candidate may be accompanied by several persons.

The period of supervised driving starts with a 2-hour preliminary session witnessed by the school driving trainer, the pupil and the future accompanying person. The trainer offers then advice to both parties. The supervised driving does not entail a minimum time or distance. The cost is rather low, since the driving school is invoiced for the hours of preliminary interview and few hours of preparation for the exam after supervised driving. In order to develop such practice, the structures conclude partnerships with teams of volunteers who agree to act as guides.

See illustration: Supervised driving 49

## Car-sharing

**Car-sharing** is certainly a service distinct from transport of persons, as it is part of a non-professional frame, namely it is based on volunteering. This kind of service may be done on initiative of a company for its employees and consists in the use of a vehicle by several individuals.

Car-sharing must meet cumulatively two conditions:

- The route must be recorded in a trip performed by driver
- The financial exchanges between passenger and driver are limited to cost-sharing. They may include the costs of fuel, potential road fees and sometimes the commission of platform, if the passengers and driver have been introduced by it.

The car-sharing service is done between natural persons. The websites support the connection of drivers and passengers, not charging usually commissions.

The car-sharing has multiple advantages:

- environment: reduction of traffic on great axes and of pollution
- economic: route costs (fuel, road fees)
- social: meeting other persons
- practical: possibility of movement of individuals who do not possess a vehicle

The development of **car-sharing on short-distances**, also called solidarity trip on short distances is a practice in full expansion, on daily routes, mainly under the effect of private services of connection, associated to groups and employers, for the dimensioning of offers, territorially adjusted.

While long-distance routes are organised in advance, short-distance routes need reactivity and developed technology, allowing instantaneous booking and contact of individuals, sharing a vehicle.

Car-sharing, on short distances, is a mobility solution, completely different, among the solutions offered crowded locations, complementary to existing networks.

In France, several mobility organising authorities are currently experiencing a financial stimulation policy for car-sharing, by allowances offered to those who are sharing a vehicle. The law on mobility orientation relies on such dynamics for the employment and promotion of such practice.

See Illustrations : Karos (FR)

## Familial training

In Belgium, candidates with minimum age of at least 18 years are allowed to learn to drive with a member of his/her family. On passing the theoretical test, the candidate may ask the town hall a provisional licence for 36 months, deemed as internship. The period between 3 and 36 months shall allow it to drive the vehicle assisted by two guides.

The particularity of familial training offers the beneficiary the possibility to be accompanied by two titled guides, meeting the following conditions:

- holds an identity document issued in Belgium

- holds a Belgian or European driving licence, category B for minimum 8 years
- they were not withdrawn, in the last 3 years, the right to drive a motor vehicle and have passed the potential examinations required by judge
- except for the same candidate, not mentioned as guide for another provisional driving licence during the year prior to the date of issue of provisional licence (except for children, nephews, sisters or brothers, its pupils or of its legal partner)

The candidate and the guide or guides must attend individually a 3-hour training course, called pedagogical meeting, organised by an authorised driving school or e-learning. This pedagogical meeting offers training certification valid 5 years.

Several restrictions are made for candidates in familial training:

- the driver must be accompanied by one of the two guides mentioned on the provisional driving licence
- driving is not allowed between 22:00 - 06:00 on Friday, Saturday, Sunday, public holiday eve or public holidays
- the legal „L” sign must be applied on back of the vehicle
- in addition, the vehicle must have a second adjustable internal rear-view mirror, that may allow the guide to supervise the traffic satisfactorily.

Besides the guides recorded on the provisional driving licence, the candidate may practice as well under the supervision of an authorised driving trainer.

During the practice, the candidate and/or the guide/guides must use the traffic book. It is a pedagogical instrument with the logbook, attest the 1.500 kilometres, that the driver has to drive obligatorily before the final practical exam.

The final practical exam may be taken if:

- the candidate has turned 18
- after graduating the HPT (hazard perception test)

- after minimum practice of 3 months after the issue of provisional licence
- after minimum 1,500 km

## Preparation of mobility counsellors

In France, it was instituted in 2017 an inter-university diploma (IUD) of permanent education of „**Mobility Integration Counsellors**”, but the convention gathering different partners involved in the implementation of this diploma – University of Paris East Créteil (UPEC), University of Paris East Marne la Vallée (currently, University of Gustave Eiffel), Wimoov and Inclusive Mobility Laboratory (IML) – reached due date in December 2020 not being renewed subsequently.

This training targets certification of competences in the field:

- for the establishment of mobility route
- to accompany the public
- to cooperate with mobility operators and integration partners
- of contribution to establishment and/or adjustment of inclusive mobility devices.

It is addressed to professionals, working in all kinds of structures charged with the implementation of different forms of access to mobility: associations, collectivity, structures of integration by economic activity (SIEA), companies, mobility organising authorities (AOM), transport operators and mainly:

- employees of mobility platforms
- mobility operators
- integration professionals, with mobility specialisation
- professionals in the field of Transport and territories, with integration specialisation.

The person who wants to be admitted must have two years of superior studies and hold two-year professional experience in the mobility field (possibility of derogation on VAE file). The preparation for acquirement of diploma lasts 10

months, 2 days per month, representing 126 hours of training.

A shorter training, of 21 hours, was initiated as part of professionalization program of Mob'in network. Called **Fundamentals of mobility counselling for integration**, the general objective of training is to acquire a base of knowledge and skills necessary to practice mobility counselling for integration. It is addressed to mobility counsellors or future mobility counsellors during the development of their skills, to any structure member, interfering or who wants to interfere in inclusive mobility, who wants to join the mobility council for integration. The entails the issue of a training certificate.

In Belgium, it is organised a mobility counselling training by Wallonia Public Service (WPS) – Directorate for mobility planning. This training is addressed to active mobility professionals, from municipal and regional administrations, public transport companies, associations and study offices. This is a global approach of mobility, without focusing currently on inclusive mobility: the role of mobility counsellor, as mentioned in this training, consists in the identification of dysfunctionalities and possible discrepancies in the management of movement of geographical entities or organisation, as well as formulation of proposals for solutions or the invitation to consulting of parties interested in the issues identified, in order to develop solving options for an increasing number of persons.

## Specific or adjusted training for access to an alternative vehicle transport

By **specific training**, one understands a special learning cycle conceived for a certain public. We shall talk about adjusted training when there is a training offer in common law but it is transformed for a target public, often in terms of form than contents.

For instance, the training for AM licence (scooter) is organised in France by a classical course, organised by authorised driving school but it is often adjusted to social driving schools, with longer periods of explanations and driving

in traffic. In this context, training may take place as well individually. In Belgium, it has been launched an initiative combining the training for AM licence, with preparation for theoretical exam in order to obtain driving licence category B and active search for a job.

*See illustration: Scooter for employment (BE)*

## France Relance

**France Relance** is a stimulation plan with a value of 100 billion EUR, implemented by French government, to face the consequences of Covid-19 pandemics. This refers to three main fields: ecology, competitiveness and cohesion.

In the field of transport, 5 topics appear, one presents special interest for inclusive mobility, if emphasized daily mobility. We refer here to the development of the plan of bicycles and projects of public transport.

- The first axis has as scope the acceleration of implementation of cyclist facilities.
- The second axis promotes the creation of more attractive services in order to develop rail transport as daily transport.
- The third axis refers to development of new offers of public transport services in urban areas as well as the improvement of current lines, creation of new public transport lines in its own locations and permanent development of multimodal exchange centres.

The 5 topics are presented on the website of the Ministry of Ecological Transition, on France Relance in transport page: infrastructures and ecological mobility.

## Self-serve garage

**Self-serve garage** entails that a person invests in routine reparations of vehicle regardless its kind: bicycle, scooter, car.

In order to proceed individually to reparations, it is enough to become member of **an associative garage** where sharing is the common word. Its members have access to the equipments and instruments necessary for

reparation and are advised by professionals in the field. Depending on garage, the intervention of a professional mechanic is possible against additional cost, however, highly accessible. The purchase of parts may be done by free participation or pursuant to the advice received from the members of garage.

Based on self-serving principle, serve-garages offer a different formula, by lease of useful equipments for maintenance and reparation of vehicles. The individual may receive advice from a professional as well. Sometimes, the latter organises theoretical and practical internships. A high number of interventions, performed by self-serve method is however non-feasible, since, on a certain moment, such reparations need the knowledge of a professional.

*See illustration : Social garage 2 roues IFAIR (FR)*

## Classical garage with customised offer

**Traditional garages** invest in the field of inclusive mobility, either supporting or financing projects or by adjusting the offer of services. The target public is the vulnerable public who, not being mobile, risks social, economic or geographical isolation. The area of social and professional integration is privileged. Solidary garages may be supported by foundations, together with other schemes for the purchase, maintenance or reparation of a car.

*See illustration: Renaud Solidaire (FR)*

## Social and solidary garage

**Social garage** is generally for a public in a precarious situation, directed towards prescription. A **solidary garage**, on the other hand, is accessible to all. In addition, it promotes social diversity and its price list depends on the resources of beneficiaries. Despite all these, we often talk about solidary garage.

Although it may be available to all (students, seniors, ...), a solidary garage targets mainly a public in process of social and professional integration. Some garages have even double

social scope, by granting an approval for the "integration structure". As integration work shop or integration company, they recruit and train persons excluded from employment, for the profession of mechanic. They are employed with CDDI for a period between 6 months and 2 years and are accompanied by a technical supervisor and a professional integration counsellor. The solidary garages are mainly non-profit association. Their objective is to offer mobility solutions on the best cost to individuals not having access to traditional market due to insufficient income.

Solidary garages receive allowance and support for position (when having the approval of an integration structure) allowing them to offer lower prices than a traditional garage. Despite all these, there is no competition between the two kinds of garage, as they do not target the same public.

The economic balance of solidary garages remains fragile and must develop several services both for satisfying the petition and to diversify the financing sources. If the main activity is maintenance and reparation of car, the adjacent activities may complete this board: lease, sale of vehicles after reparation, advice related to purchase, practical work.

The solidary garage is a solution of French mobility. Currently, there is no similar device in Belgium or Romania.

*See illustration: Garage Transmission 14 (FR)*

## Trip allowance

**The trip allowances** may be granted to individuals searching for a job, mainly when they start training or return to work.

In France, the mobility support, financed by the Department of Employment, includes trip allowance when the applicant for a job returns from work or attends training courses. The latter must be financed or co-financed by the Department of Employment. The work place or the place of training must be situated on more than 60 kilometres distance or 2 hours round trip, from the residence. The return to work must consider a contract with a minimum duration of minimum three months in a row. The trip costs are covered during the entire training

and for maximum one month for the return to work.

In Romania, a new employee who was previously unemployed may receive a transport allowance of RON 55 (11 €), if his/her work place is maximum 15 km far from home. If the distance exceeds 50 km, needing the change of domicile by the new employee, the latter shall receive a state allowance of RON 12,500 or 15,500 RON if accompanied by husband/wife and children.

In Belgium, FOREM pays, in terms of a ministerial decree, to the applicants for a job during the training course a contractual allowance covering the trip costs, by returning the public transport subscriptions, within 15 days as of purchase.

## Laboratory of inclusive mobility

In France, the Inclusive Mobility Laboratory (IML) founded in 2013 by Wimoov and Total gathers the main mobility factors, transport and social and professional integration. In 2015, it has become a foundation under the aegis of FAAC (Foundation Acting Against Exclusion) participating thus more to public debate. IML is presented by 9 questions and answers on its website, in the section *About us*.

## Solidarity lease of vehicles

Solidarity lease of vehicles consists in making available to vulnerable public, mainly from economic perspective, different kinds of vehicle (bicycles, electric bicycles, scooters, cars). The cost for the user is much lower than in the traditional commercial circuit. The vehicles are most often financed by corporative foundations. The cars may be also donated as part of social responsibilities of enterprises. A lease contract signed by both parties defines the functioning rules of services and obligations of each of them.

See *Illustrations: Action of solidarity mobility AAJB (FR); Vélocité (BE)*

## Law on mobility orientation (LMO)

On 24th December 2019, in France, it was enacted **the law on mobility orientation (LMO)**, organised around 5 projects:

- to offer mobility solutions to all persons and all regions
- to accelerate the increase of new mobility solutions
- to succeed in the ecological transition of mobility
- to invest in the service of daily transport
- to provide for good operation of transport.

The first focuses on inclusive mobility. The key measures of such law are presented on the website of the Ministry of Ecological Transition, in the section Public policies.

## Personal Microcredit / Microcredit for natural persons

The **personal microcredit** (France), the **microcredit for natural persons** (Belgium) are operations for the most disfavoured populations, excluded from traditional bank loan (applicants for jobs, beneficiaries of minimum social allowance, low income individuals, ...). It is a loan with low interest rate. Consequently, the contractor must be able to return it. There are no income conditions defined, but, most of the times, it is necessary a personal project, targeting social, or professional integration. Mobility is one of such projects: training for obtaining the driving licence category B, purchase or repair of a vehicle. In France, such loans are generally between 300 and 3.000 € and may reach exceptionally up to EUR 5.000. They have a fixed interest rate, generally between 2 and 5% and receives a guarantee offered by state in the Fund of social cohesion, of 50%. In Belgium, the amounts granted are between 500 and 10.000 €, with an interest rate between 4 and 5%.

The applicant for a microcredit must contact the social service that will act as intermediary between it and an authorised bank. In France, in conformity to governmental directives, the Savings Bank encourages the creation of

department platforms to support social structures, to increase skills, to standardize practices and develop further on this inclusive mobility solution.

*See Illustrations: Personal microcredit platform Calvados (FR) ; Social credit Credal*

## Shared mobility

**Shared mobility** consists in making available to public means of transport used usually individually such as: vehicles, scooters, bicycles and kick scooters. Due to its specificity, they are adjusted to one or several kinds of territory (urban, peri-urban, rural) less often to all and cover a certain defined need. They may have different forms:

- car-sharing
- cars in free service: motor vehicles, bicycles, scooters and kick scooters
- organised hitchhiking
- lease

## Participation of employees

For the trips from domicile to work, **the employer contributes** to the reduction of trip costs of employee and encourages it to use transport means, as alternative to personal vehicle.

In France, the contribution of employer to the costs of subscription for public transport (subway, bus, tramway, train) is obligatory, including the costs related to the use of a bicycle. There are small differences of implementation between employees from private and public sector.

In the private sector, the employer must pay 50% of the price of subscriptions of any kind, contracted by its employees, for the entire trip, from usual residence, to the work place, by public transport, based on a second class tariff and the shortest route. This participation of employer refers to all employees paid and trainees working part time or partly telework. For the employees working less than half time, the cover is provided proportionally with the number of hours worked, comparatively to half of time.

Such support is exempted of social taxes, within the limits of the costs effectively incurred. It may be combined with the pack of sustainable mobility under certain conditions.

The **pack of sustainable mobility** is an optional cover of personal transport costs between home and work, up to 500 €/ year offered by employer, for the employees from private sector. Such means of transport are:

- bicycles
- car, as part of car-sharing service (driver or passenger)
- personal vehicles of transport (motorised or not) leased or self-served (scooters, electric scooters)
- public transport beyond subscription fees
- other services of shared-mobility.

It is exempted from income tax and social contributions up to 500 €/year/employee.

The pack of sustainable mobility is implemented as well in the state public service but it cannot be combined with partial return of public transport costs.

The employer may cover, under certain conditions, completely or partly, based on agreement of company or unilaterally, the costs of employee using its personal car. This support is optional. If the employer decides to implement it, all employees must benefit of the same conditions.

In Romania, it is a usual practice that the employers offer a transport solution to employees, such as special buses, since public transport infrastructure is fragile and incomplete. This disposal appears in collective employment contracts but it is not ruled by law.

In Belgium, the national labour collective or sectorial conventions (CCT) compel the employer to participate to the costs of trip of its employees, incurred by them for the route home-work.

When they are using public transport (train, tramway, bus, subway), the employer has the obligation to contribute to the costs of trip. The value of intervention varies depending on the means of transport used (railway or other public

transport) and depending on the transport tariff proportionally to the distance or the fixed price regardless the distance..

The intervention of employer, if the worker uses its own car, is not obligatory, except for the case when a collective sectorial employment contract or an enterprise agreement stipulates it. This is valid as well for the use of bicycle.

When the employer has signed a convention of third payer with SNCB (national Belgium company of railways), it must contribute to at least 80% of the cost of subscription. The share of employee is covered by state.

### Licence for 1.00 €/day

The **Program Licence for 1.00 €/day** is a loan with interest paid by state. It facilitates the financing of preparation of drivers for licences A (motorcycles) and B (light vehicles). Founded by state, in partnership with credit institutions and driving schools, it targets youth aged between 15 and 25 years accomplished, who enjoy such payment facility for training, with a view to obtain the driving licence. The total cost of training remains the same however the financial institution pays in advance and the state incurs the interests.

This system accomplishes two main objectives:

- facilitates access to a driving licence, with a cost that may represent an impediment and obstacle for obtaining a job
- improves the overall quality of training, due to a partnership with authorised driving schools, undertaking, with the state, to provide quality.

The amounts of loan are:

- 600.00, 800.00, 1,000.00 or 1,200.00 €, for a first registration for training for categories A and B of driving licence
- 300.00 € in case of failing the practical test for driving licence for financing additional training.

If the candidate is major, it must contract the loan directly with the financial institution. It has three possibilities:

- either to justify enough income to return the amount of 30.00 € /month
- or to secure the return of a loan by granting a guarantee
- or to register as co-debtor namely a third person taking the loan with the debtor

Despite all these, the decision to grant the loan belongs to the financial institution, after consulting the document of loan file.

If the candidate is minor (as part of early learning of driving), the parents are taking the loan on the name of their child.

Since there are young individuals who cannot offer a parental guarantee or of a third party, the interministerial committee of traffic safety deals with the guarantee of youth enrolled in a process of professional integration (training or employment).

This device may be combined with other public support.

### Plan of transport company

A **transport plan of company** (PDE), also called **mobility plan** (PDM), is a range of actions meant to promote sustainable management of trips related to activity on level of a company or a group. It includes the study, implementation of measures and supervision of it.

This system exists on European level and it is obligatory in some countries or regions. In France, PDM is, starting with 1st January 2018, an obligation for all locations with over 100 employees situated in the field of application of an Urban Mobility Plan (UMP). In principle, all mobility is concerned. Despite all these, in practice, POE focuses most often on the trips of staff as part of trips from home to work or part of their duties.

A mobility plan of company promotes the most sustainable means of transport and approaches inclusive mobility that promotes such kinds of mobility. Thus, a PDE joins inclusive mobility in the following missions:

- Reduction of movement needs: working from home or by video conference, lease of common office, help for employees to encounter lodgement

close to work, offering services on site during the day (daily nursery, stores or cleanser)

- Optimisation of movement: by promoting car-sharing, by facilitating more flexible work programs, in order to adjust the schedules of employees to those of public transport
- Transfer of movement to modalities alternative to private vehicle: by total or partial return of public transport subscriptions, creation of relevant parking spaces for bicycles, services of car-sharing.

## Platform of inclusive mobility

In France, the **inclusive mobility platforms** are devices serving a population and a territory which explains their diversity: the model is not fixed and it is adjusted to the local needs of target public. They depend on territorial context and may differ from one platform to another. They have in common the fact that they are deemed vulnerable persons (applicants for jobs, precarious, aged, young employees, disabled persons, ...)

The social-professional integration public is most often targeted. Consequently, the inclusive mobility platforms rely, at least partly, on a principle of prescription of partners involved in the field of social action and support for employment. They become responsible for the mobility component in the process of personal integration.

The inclusive mobility platforms offer a wide range of services, conceived to facilitate mobility of persons accompanying it. This range relies on three complementary dimensions:

- support per se,
- advice, information and training (know how to move),
- supply or lease of transport and mobility services (capacity to move).

In order to facilitate access to the most vulnerable persons to independent mobility, the inclusive mobility platforms are often part of a route logics, relying on an initial diagnostic of competences and capacities related to mobility, as well as evaluations. The support is offered

by a mobility counsellor, an expert in the evolution of individual, able to propose an information and counselling service, customised training and supervision.

The inclusive mobility platforms operate within a centre of networks coordinated by actors like: local structures of transport and solidarity mobility, economic development (employers) or specialised in the support of specific public (Department of Employment, Local Mission, CCAS, SIAE, ...). Such partnerships may target the prescription of beneficiaries, supply of mobility and financing services.

The platforms may create mobility services, to coordinate several mobility actors interfering in a territory or decide for a mixed operation.

See *Illustrations: Caen la mer Mobility Platform (FR); Mobyliis Mobility Platform (FR)*

## Customised tariff policy

In order to provide for mobility of disfavoured populations, the transport organisation structures implement **customised tariff policies**.

In France, Cerema and GART launched in 2018 a study of solidarity tariff of urban public transport networks. This study outlines the difference between social tariffs and solidarity tariffs.

The **social tariffs** correspond to assignment of tariff reductions or gratuities for vulnerable categories of individuals. The most frequent criteria used are: age, status and income conditions.

These tariffs have double disadvantage in the integration of users, with low financial constrictions and exclusion of certain individuals meeting however the income criteria but not the status conditions (precarious workers, for instance).

In order to compensate such inequalities, more transport networks have created solidarity tariffs.

The definition of **solidarity tariff** adopted by Cerema and GART combines the following 3 criteria:

- the rates are accessible to the entire population, regardless the status
- they rely on the income of the entire establishment and it is valid for all individuals from such establishment
- they are characterised by progressiveness, depending on different income levels, in order to better consider the capacity of users to pay.

In France, social and solidarity rates co-exist, sometimes in the same territory. The authorities that organise mobility are those determining the conditions of assignment, which are different in each territory.

In Belgium, social tariffs prevail, mainly for numerous families and for aged persons, less for modest-income persons. Despite all these, on local level, specific prices exist. The individuals with domicile in Brussels-Capital Region, receiving a social integration income or equivalent may benefit of free access to STIB network. In Wallonia, the applicants for a job, with FOREM training contract, may receive free subscription.

Romania enforces as well the principles for determination of social rates. The persons with reduced mobility and pensioners use the public transport for free. The majority of networks offer free transport to aged persons and a minimum discount of 50% to children and students. This is also applied to train trips countrywide, where such categories of persons receive a 50% discount for indefinite number of trips. Some municipalities offer allowances for local transport networks. The majority of allowances vary from town to town, however, the three biggest towns offer free transport to certain categories of vulnerable persons. For instance, in Bucharest, the persons suffering from social or ethnical discrimination (mostly foreign immigrants) may receive a 10% discount for interurban trips. In Cluj-Napoca, unemployed may travel for free by bus to National Agency for Employment. Eventually, the town of Timișoara offers free monthly subscriptions to individuals receiving social integration allowances. The transport to the professional training centre is free for the individuals receiving guidance from the National Agency for Employment.

## Capacity to move

**The capacity to move** is related to the mobility capacity of a person. The notion cover solutions of financial mobility: the transport offer available close to the residence, holding or not a vehicle, resourceful persons from the group.... In the field of inclusive mobility, the lease of bicycles, electric bicycles, motor-bikes and vehicles are the most frequent solutions, sometimes improved by collective micro-transport services, for transport of individuals accompanied to their destination (employment, training, services for aged persons, ....). The financial support is also included in this category

## Pre-training for driving licence category B

For some persons, before considering effective training to obtain driving licence B category, it is necessary to consider a prior training. First of all, it is necessary to acquire linguistic and mathematical skills, related to orientation in time and space. It will be also created a learning methodology. The workshops of mobility platforms are often focused on such topic. Also, the training centres dealing with illiteracy often rely on teaching traffic code, to acquire basic skills. Additional works were performed to identify specifically the skills related to mobility in general and traffic code in particular. The practical kit published by ANLCl "How to consolidate the basic skills to facilitate the acquirement of driving licence" offers a formalisation of implicit points of reference, implemented by the members of work group from the region Centre - Valea Loarei. In 2018, the Mob'in France network experienced a prior training in training for acquirement of driving licence for immigrants. The Integracode database, with the same name as the action, refers to a common base of linguistic competences.

*See illustration: Integracode (FR)*

## Identification of mobility impediments

The mobility impediments are both material and financial. They are also completed by other kinds of impediments:

- psychological (absence of self-confidence, trust in others, fear to take public transport, to drive, ...)
- cognitive (difficulties to learn, in terms of space and time, ....)
- socio-cultural (representations not too dynamic of future, social isolation, ....)
- organizational (related to children care, shifted schedules, ...)
- health (phobia, addictions, ....)

According to heuristic map: impediments to classified mobility per categories

## Network

We call **territorial network** a formal or non-formal organization having as scope connecting actors with common interests from the same territory. The latter may be larger or smaller. In France, there are generally networks on level of an EPCI, of a department, of a region, of nation.

The network may take the form of a spontaneous group of operators, of a federation (association regrouping legal persons, including associations) or may depend on a public authority.

A **thematic network** is similar to a territorial network, except for the fact that its scope refers to one or several activities and does not reduce to a territory. In France, for instance, the associations having as common object the bicycle: FUB (French federation of users of bicycles) have formed a federation. In Belgium, FMB (Belgium Federation of Motorcyclists) gathers federations formed of dozens of associations with an activity involving motorcycles.

“Doing together” is the main motivation of networks. The manner of communication is most of the times horizontal and participative, allowing each actor to invest in the form that suits it the best.

Each network has its own manner of operation. In general, commissions, work groups and coordination committees point the life of network.

Being part of a network may offer the operators several advantages:

- better visibility by use of common communication tools
- support in the development of activities, organisation of events and support for the project
- access to updates of regulations related to the activity sector
- representation on regional, national or European level
- technical support for the creation of new systems, administrative support for financing petitions etc.
- meetings and discussions with the members and managers of other operators to implement jointly the knowledge and practices
- professionalization of their staff

See illustrations: *Réseau Mob'in Normandy (FR)*; *Regional mobility centre (BE)* ; *AGIL'ESS network (garages and solidarity lessors) (FR)*

## Know how to move

**Knowing how to move** is related to cognitive and learning skills. This field, often unknown in the world of transport, is essential to facilitate access and capacity to use the offer of public transport or other mobility means. This category includes individual or collective courses, of training related to the reading of a map or a transport network plan, creation of a route, learning how to ride a bicycle, accompanying in public transport, obtaining the driving licence.

## Knowing how to ride a bicycle

In France, the program **Knowing how to ride a bicycle** is for children aged between 6 and 11 years old. They are provided a 10-hour training course during schooling, curricular or extracurricular pre-schooling with the following objectives:

- mastering the fundamentals of cycling (learn how to pedal)

- discovery of mobility by bicycle in a safe environment (know how to ride)
- riding independently on public roads (learn how to ride the bicycle).

This is an interministerial initiative in favour of families, having as scope practicing cycling among children and developing autonomy of pupils before entering the highschool. By this program, it is encouraged the practicing of regular physical activities to combat sedentarism. It is also an opportunity to promote cycling as manner of ecologic and economic traveling. This program is offered on the entire territory, by a high number of professionals, working in the field of use of bicycles.

## On-demand transportation

**On-demand transportation** (ODT) is a collective transport service, organised by transport professionals. The user plans and books the trip in advance. The route may be optimised as necessary. In this case, the users must go to a point of crossing of vehicle.

However, a community may turn, in case of insufficient offers, to the services of an association or natural person in order to organise on-demand transportation, with small buses. On a marginal base, in less populated areas, this kind of transportation may be organised using personal vehicles

See *Illustrations: Transport on demand IFAIR (FR) ; T'Condruces (BE)*

## Transport of social utility or solidarity transport

**The social utility or solidarity transportation** is a transportation service organised exclusively by association facilitating the daily life of their members, taking them to the doctor, to buy the things they need, to see their relatives etc., in order to consolidate social relations. This service is for individuals having access to collective or private public transport, is limited due to low income or geographical location. It is free, with the possibility of asking the transported persons to contribute to costs.

According to *Illustrations: Manche Transportation Solidarity (FR); Free Taxi Romania (RO)*

## Bicycle school

**A bicycle school** is an associative structure providing training for the use of bicycle. It has been created for all kinds of public, children or adults, regardless the vehicle mastering level. Besides its teaching vocation, the bicycle school has a strong social vocation.

Depending on the territory covered and number of individuals involved in the activity, the bicycle schools train from few to hundred individuals per year. For beginning adults, "back on saddle" workshops are organised. In France, the inclusive mobility platforms may have its own bicycle school.

Learning cycling allows access to a new manner of transportation and not only. By traffic workshops, people become users of roads facing traffic situations in order to acquire trust. Subsequently, they may consider planning a cycling route, the possibility to react properly to unexpected situations, orientation in urban environment, use of bicycle routes and safe travelling. The bicycle workshops validate the feasibility of a scooter driving project, for persons who want to obtain an AM licence and the driving workshops allow the development of car driving skills. Indeed, being in traffic means facing complex situation, with conducts and customs of other road users, as well as the need of anticipated development of reflexes, observation, analysis and understanding, all to make faster and safer decisions. Thus, people manage to acquire fast the essential attitude and attention to drive a vehicle. Gradually, they apply the rules of traffic code to accelerate the process of learning the theoretical part necessary to obtain B category driving licence. The interest for this kind of project acquires sense faster for its beneficiaries when corroborated to the acquirement of licence.

For seniors, electric bicycle becomes more and more popular, with many requirements for the use of such vehicle.

See *illustration: Bicycle School Edith Bonnem (FR)*

# Chapter 4:

## Existing devices as illustrations

Development of mobility offer

Supporting vulnerable public

Reduction of mobility issue

# HANDUO TANDEM CAEN

Device made available by Handuo Tandem Caen Association

Adjustment of public transport network for vulnerable persons to become independent

## Services

Individual physical support for daily mobility (purchases, medical appointments, hobbies...). Monday to Friday, between 8:00 - 20:00

## Target public

Public called vulnerable: disabled, aged persons, persons lacking self-confidence, etc,...

## Territory covered

Urban community from Caen la Maer

Territory of 48 localities - 363 km<sup>2</sup> - 268 470 inhabitants - 740 inhab/km<sup>2</sup>

## Organising authority

EPCI: Urban community from Caen la Mer

## Date of establishment

2017

## Annual budget

150,000.00 €

## Financing sources

Urban community from Caen la Mer, Conference of financers – ARS, houses of pensions (CARSAT, MSA, SSI) and complementary (AGIRC ARRCO), ANAH, French Mutual Insurance, CPAM, CNRACL and representatives of territorial groups.

## Number of employees

5 ETP: 4 professional attendants, 1 coordinator

## Number of users

230 individuals/year

## Known (objective) results

Object of support in order of importance: 1. Health, 2. Integration, social and family relations, 3. Hobbies, sport and culture

## Price of service for financier (by user)

Unavailable information

## Price of service for user

Free, the tariff of transportation is incurred by user

## Contact

Yannick Gerny – chairman - +33(0) 6 89 89 50 25

<https://www.handuo-caen.fr/accompagnement-urbain.html>

<https://fr-fr.facebook.com/handuo.caen>

# On-demand transportation – IFAIR

Device made available by IFAIR association

On-demand transportation on indication of a professional or social expert

## Services

On-demand transportation every day of the week between 5:00 - 23:00, except for week-ends and holidays, on indication of a professional or social expert

## Target public:

Major residents of Seine Eure Agglomeration, supervised by a professional or social expert with no access to public transportation or existing alternative solutions

## Territory covered:

Leaving from Seine Eure Agglomeration, the trip may start from here

## Organising authority:

Common objective of Seine Eure Agglomeration and of IFAIR Association.

## Date of establishment:

2003

## Annual budget:

120,000.00 €

## Financing sources:

Seine Eure Agglomeration, CPAM, self-financing

## Number of employees:

4 employees out of which 2 accompanying drivers, with full-time norm

## Number of users:

300 persons/year

## Known (objective) results:

1600 routes in 2019

The device allows the persons in difficulty to accede to a job (30%), to training (24%), to health (18%) and any other mobility petition (21%)

## Price of service for financier (by user) :

Approximately 400 euro/beneficiary

## Price of service for user:

The cost of service is of EUR 2.00 /route, EUR 8 /week and EUR 25 /month, cost identical to a public transport subscription.

## Contact

IFAIR - Dna Virginie Gressent - 7/9 rue des Entrepôts – 27400 Louviers – [ifair.louviers@wanadoo.fr](mailto:ifair.louviers@wanadoo.fr)

## Website

<http://www.ifair-mobilite.fr>

# On-demand transportation – T`CONDURSE

## Device made available by Local Action Group (LAG) Condruses State Social taxi in rural area

### Services

The T`Conduses is a social transportation service using two combo vehicles, one adjusted for an invalid chair and an eight-place vehicle, with three drivers, working in shifts. It is a mobility solution available in rural environment, on the lowest price, encouraging regrouping of passengers (except for period of sanitary crisis).

### Target public

The service targets mainly aged persons, applicants for a job, beneficiaries of a social integration income as well as mono-parental families residing on the territory of LAG Condruses Region. The trips concern mainly access to infrastructures and commercial, administrative, educative and medical services.

### Territory covered

Leaving from localities Clavier, Anthisnes, Tinlot, Marchin, Modave, Nandrin, Ouffet, with destination Liège (up to Marche, Liège, Verviers, Namur, Huy-Waremme), or other mobility point (train station, bus station).

Territory of 7 localities: 300 km<sup>2</sup> - 30 000 inhabitants - 100 inhabitants /km<sup>2</sup>

### Organising authority

LAG Condruses Region and partner localities

### Date of establishment

2010

### Annual budget:

Information unavailable

### Financing sources:

Walloon region (annual subsidies) / Partner localities (pack on number of inhabitants) / Contribution of users.

### Number of employees:

2 ETP (coordination + 1 driver) + 2 employees with integration contract

### Number of users:

500 passengers/month, 300 routes/month

### Known (objective) results

T`Condruze represents an authentic local alternative for inhabitants of localities covered, poorly served by public transportation.

### Price of service for user:

Forfeit administration: 3.5 €/km for a number up to 8 km + 0.37 €/km for a number over 8 km (unique passenger), or 0.20 €/km (for several passengers).

Waiting or accompanying: 1.5 €/15 min. (starting with the second 1/4h)

### Contact:

T`Conduses

GAL pays des Condruses ASBL

Rue de la Charmille, 16

4577 Strée - Belgium

info@taxicondruses.be

<http://www.galcondruses.be>

# Solidarity transportation –MANCHE SOLIDARITY TRANSPORTATION

Device made available by the Rural Families Association from Manche.

Network of voluntary drivers, of individuals on occasional trips

## Services:

Accompanying, due to a network of voluntary drivers, of individuals on occasional trips, except for Sundays or public holidays: conviviality visits, purchase of medicines, administrative and social actions, medical visits,... (are excluded transportations managed by health insurance, houses of pension, mutuals, ...)

## Target public:

All persons with no mean of movement, with non-taxable income and members of a partner association of Transport Solidarity Association, regardless the age and their social service regime. The transport must remain punctual.

## Territory covered:

35 territories in La Manche department, geographic district restricted to the closest departments of attraction. The place of leave and arrival must be on the target territory.

## Organising authority:

Device implemented on initiative of MSA, to cover the needs of its members who cannot reach the health appointments for lack of means of movement. The organising authority is the piloting commission, including MSA, Rural Families Association and local associations.

## Date of establishment:

1988

## Annual budget:

7,000.00 € fraction costs for 1 employee with part-time norm and valuation of almost 400,000.00 € of employment duration, in average reported to the number of volunteers in La Manche department.

## Financing sources:

Public: Conference of financers of la Manche department

Private: Contribution to MSA allowance (social operator in agricultural field) and CARSAT

## Number of employees:

1 department coordinator, 11 social workers of MSA and approximately 300 volunteers.

## Number of users:

In 2019, 1,000 taxation units carried, representing a total of 7000 transportations.

## Known (objective) results:

Besides the actual transportation, the association is interested in creating a social connection between the volunteer and the carried person. The accompanying of volunteer determines a trust relationship and an impact on coming out of isolation of individuals.

## Price of service for financier (by user):

Information unavailable

## Price of service for user:

An annual contribution to a partner association of Transport Solidarity in quantum of 3.00 €

A contribution to mobility costs of volunteer (0.32 €/kilometre)

## Contact:

Department coordination transport solidarity La Manche - +33(0) 6 68 14 95 59

solidarite-transport.manche@famillesrurales.org

## Website:

<https://cotesnormandes.msa.fr/lfy/solidarite-transport-un-reseau-de-benevoles>

# Joint transportation – FREE TAXI

Device made available by NGO Free Taxi

## Mobility Assistance

### Services

Helping individuals going to hospital or to solve different administrative obligations.

### Target public

Persons not able to travel due to precarious health condition or financial problems.

### Territory covered

Bucharest and surroundings

Territory of 228 km<sup>2</sup> - 1 883 425 inhabitants - 8 334 inhabitants /km<sup>2</sup>

### Organising authority

Individual private initiative

### Financing sources:

Sponsoring, crowd-funding, donations in kind (time, vehicle, fuel)

### Number of employees

Minimum 10 volunteers

### Number of users

Approximately 1,000 persons carried in 2013

### Known (objective) results

Social relation between the accompanied person and volunteer.

### Price of service for financier (by user)

Information unavailable

### Price of service for user

Free.

### Contact

<https://www.bursabinelui.ro/BursaBinelui/Proiecte/Transport-Gratuit-pentru-persoane-cu-Handicap>

# Car-sharing on short distances – KAROS

Device made available by Flers Agglo

## Application for the organisation of car-sharing on short distances

### Services

Through an application, the drivers and passengers enter in contact based on compatible recurrent routes for the organisation of car-sharing on short distances

Karos solution is part of urban transport network Némus, within the delegation of public service implemented by Flers Agglo. It completes the offer of Némus (regular lines, on-demand transportation). The users enjoy several complementary public transport means. The application encounters the best solution for the route required by user.

### Target public

Inhabitants of Flers Agglo agglomeration, minimum 18 years old accomplished, enjoying full exercise of civil rights and with account in the application Karos.

### Territory covered

Flers Agglo

Territory of 42 localities - 568 km<sup>2</sup> - 55 000 inhabitants  
- 97 inhabitants /km<sup>2</sup>

### Organising authority

Flers Agglo

### Date of establishment

November 2018

### Annual budget

Information unavailable

### Financing sources:

Community of Flers Agglo agglomeration

### Number of employees

Information unavailable

### Number of users

708 enrolled for service on 23rd April 2021

### Known (objective) results

2516 routes performed on 23rd April 2021. Objective to reach, 63% at the end of the year 2020

### Price of service for financier (by user)

Information unavailable

### Price of service for user

Free download of the application from Karos website to smartphone by App store, or Google Play. By indicating an address on the territory of Flers Agglo, the passenger pays the rates according to the tariffs available on Némus network by Karos secured application, namely 1.10 €, within the limits of 40 km.

Némus map allows the individuals to enjoy for free the routes proposed by Karos, within the limits of 40 km/day ( round trip ). Over this limit, the beneficiary shall pay in addition 0.10 €/km.

### Contact

Némus Agency

6, place du Général de Gaulle

61100 Flers

+33(0)2.33.65.80.80

flers.nemus@transdev.com

### Website

<https://www.karos.fr/ville/flers/>

<https://nemus.flers-agglo.fr/se-deplacer/covoiturage>

# Car-sharing ECOMOBIL

Device made available by the city Vire-Normandie

Lease of electric car on the lowest price

## Services

Lease of electric cars 7/7 between 5:30 - 21:30, on the lowest price: 5 Renault Zoé, out of which 1 PRM organised

Making available to users an online booking platform with the help of a private operator „CLEM”

## Target public

Inhabitants of Vire Normandy.

## Territory covered

No leaving limits from Vire Normandy

Vire Normandy: Territory of 138.52 km<sup>2</sup> - 17 839 inhabitants - 129 inhabitants /km<sup>2</sup>

## Organising authority

Town Hall of Vire Normandy

## Date of establishment

2018

## Annual budget

23,000.00 € VAT excluded (functioning)

## Financing sources

Vehicles financed 80% by an auction, on initiative of the Territory with positive energy for green development, launched by the Ministry of Environment, Energy and Sea, on 4th September 2014.

Cashing from leases

## Number of employees

Information unavailable

## Number of users

Information unavailable

## Known (objective) results

1,200 bookings in 2019, (100 bookings/month)

## Price of service for financier (by user)

Information unavailable

## Price of service for user

10.00 €/24 h, or 6.00 €/12 h

4.00 € administration fee /months of use

## Contact

Transportation Service of Vire Normandy – 02 31 69 68 66 - [transport@virenormandie.fr](mailto:transport@virenormandie.fr)

## Website

<https://portailcitoyens.virenormandie.fr/demarche/181/2>

# Car-sharing – CAMBIO CARSHARING

Service provided by M'Pact

Car sharing electric

## Services

Car-sharing of electric vehicles 7/7, 24h/24, based on different subscriptions, by online booking platform.

## Target public

Over 18 years old, holding a valid driving licence.

## Territory covered

Belgium

Territory of 30 688 km<sup>2</sup> - 11 507 163 inhabitants - 374 inhabitants /km<sup>2</sup>

## Organising authority

ASBL Mpact (former Taxisstop)

## Financing sources

Subscriptions of users

Private shareholding

Public allowances

## Number of employees

Information unavailable

## Number of users

47,400 persons

## Known (objective) results

1,300 vehicles in 49 Belgium towns and connected to public transportation, 47,400 users over 97% satisfied

## Price of service for financier (by user)

Information unavailable

## Price of service for user

Obligatory financial participation between 150.00 € - 500.00 €, returned at the end of contract.

Three types of monthly subscription (with unique activation fee of 35.00 €):

START Formula: monthly average of 50 km, 4.00 €

BONUS Formula: monthly average between 50 - 300 km, 8.00 €

CONFORT Formula: monthly average over 300 km, 22.00 €

Tariff rate or per kilometre.

## Contact

Rue Buisson Saint-Guibert 1B

5030 Gembloux

+32 81 62 50 91

wallonie@cambio.be

## Website

<https://www.cambio.be>

# Autostop organizat – REZO POUCE

Device made available by Rezo Pouce

The hitchhiking service, organised in rural or periurban environment

## Services

The hitchhiking service, organised in rural or periurban environment, pursuant to registering in a database, that may allow the acquirement of a membership card. The drivers receive in addition a sticker that they have to place on sight, on the windscreen of vehicle. The passengers go to a Rezo Pouce station and display a board with the destination wanted. The drivers, Rezo members, stop for the passenger and take it to the indication indicated. (daily short routes)

## Target public

Individuals with no access to an individual vehicle, facing thus difficulties of mobility: persons with no job, single parents, youth with no diploma, youth without driving licence, persons not able to drive.

Persons who do not want or want to use less the vehicle (ecology, partition, solidarity).

## Territory covered

2.800 target localities

## Organising authority

Rezo Pouce is a SARL Cooperative: collective interest cooperative company. The partnership includes: groups, associations, companies (Transdev and Macif Group), skilled employees and individuals.

## Date of establishment

2010

## Annual budget

450,000.00 €

## Financing sources:

The functioning costs are covered by the subscription of groups. The development or investments form the object of searching financing by partnerships, foundations or projects.

## Number of employees

9 ETP

## Number of users

The number of persons registered increases progressively every year, from 1% to 1.5% of the number of territory inhabitants. Therefore, the oldest territories count 7 – 8% of users.

## Known (objective) results

Rezo Pouce is currently coordinating a study for the evaluation of impact of service in territory. The application launched at the beginning of 2020 shall provide in the future the statistic data necessary-. Nowadays, Rezo Pouce contributes to the creation of an ecosystem favourable to shared mobility.

“Big book of local initiatives 2021”, published by Ithéa, including 200 remarkable and easy to estimate initiatives counts twenty Rezo Pouce territories. Rezo Pouce is often associated to a global thinking of territory or an opening to such manner of thinking.

## Price of service for financer (by user)

Investments (€): Cost of an advertising panel (80.00 € mounting not included); functioning (€/year): starting from 3,500.00 € (depending on the number of inhabitants of territory).

Another variable cost which must not be ignored (communication and animation are some of the conditions necessary for the appropriation of service by inhabitants): Wage of an individual in charge with implementation, supervision and animation of Rezo Pouce.

## Price of service for user

Free. Also, it is often welcome a compensation from fuel fees, mainly on long or regular routes (0.05 €/km, 0.50 € for a route shorter than 10 km, 2.00 € for a route between 20 - 30 km ). The tariff differs however based on distance (not depending on offer or demand), and the total amount is paid to the driver as compensation.

## Contact

Rozes Bénédicte, Coordinator - [b.rozes@rezopouce.fr](mailto:b.rozes@rezopouce.fr)  
+33(0)6 25 72 96 81 - <https://www.rezopouce.fr/>

# Solidarity lease of vehicle – SOLIDARITY MOBILITY ACTION

Device made available by Friends Association– Jean Bosco ((AAJB)

Lease by subscription of scooters and electric bicycles with a demarche of social-professional integration process

## Services

Lease by subscription of scooters (fleet of 26 vehicles) and electric bicycles (fleet of 6 vehicles)

Leases during a demarche of social-professional integration process:

- Access to a job, training, perfection stages
- Maintenance on labour market: defaults, suspension of driving licence
- Supervision of beneficiaries, advice in search for solutions for post-lease service
- Regular contacts with mobility platform of Caen la Mer and members in territory.

## Target public

Persons in social-professional integration situation, whose workplace or training centre is far from the domicile and there is no public transport provided (duration of route of minimum 45 minutes, atypical schedule, areas not served by transport means or poorly served):

Beneficiaries of minimum social allowances (RSA, ARE, ASS, AAH, ...); applicants for a job; precario-us employees out of which interim employees

## Territory covered

Urban community of Caen la Mer, on a distance of 15 km from the residence place

Territory of 48 localities - 363 km<sup>2</sup> - 26 8470 inhabitants - 740 inhabitants /km<sup>2</sup>

## Organising authority

Objective of association to cover the needs in territory

## Date of establishment

2006

## Annual budget

70.000,00 €

## Financing sources:

Public (allowance): Caen la Mer, CCAS Town Caen, CAF

Private ((Convention): FASTT

## Number of employees

1.75 ETP: 1 employee from professional insertion program specialised in technical field + 1 mechanic from professional insertion program for two-wheel vehicles

## Number of users

In 2019, 74 persons have leased a scooter, total 129 leases. This correspondent to a number of 6,000 days of solidarity leases and 76,489 km driven.

In 2019, 7 persons have leased an electric bicycle, representing 12 solidarity lease contracts.

## Known (objective) results

The lease covers a punctual need or on longer term. In the latter case, the long term of lease allows the individual to encounter a permanent solution of movement: purchase of a vehicle or recovery of driving licence, etc.,

## Price of service for financier (by user)

Information unavailable.

## Price of service for user

- 3.00 €/day/scooter
- 2.00 €/day/ electric bicycle
- guarantee deposit of 150.00 € (cheque or cash)

## Contact

Service Ateliers-Formation AAJB –  
si.atelierformation@aajb.asso.fr –  
+33(0)2 31 29 31 52

# Long-term bicycles rental - Velocity

Device made available by ASBL Pro Vélo

Lease of quality bicycles, for long term on a modest tariff

## Services

Velocity offers rental of mechanical bicycles for adults and children and electric bikes, for a period of 3, 6, 9 or 12 months at a modest cost, with a regressive price, depending on the duration of the rental period.

The service includes maintenance of the bike, including replacement of worn parts

## Target public

All persons over 16 years old

## Territory covered

Town of Liège

Territory of 70 km<sup>2</sup> - 197 355 inhabitants - 2 844 inhabitants./km<sup>2</sup>

## Organising authority

Town of Liège –Operational implementation by Provélo association

## Financing sources

Regional subsidies granted to the town of Liège during a call of projects

## Number of employees

11 employees including a mechanical team of 5 persons

## Number of users

More than 650 bikes in circulation

## Known (objective) results

The service is very successful, all available bikes are rented

## Price of service for financier (by user)

Information not issued yet

## Price of service for user

Town bicycle: 80.00 €/year + guarantee deposit of 50.00€

Electrically assisted bicycle: from 180€/ 3 months to 480€/year + deposit of 200€.

## Contact

Point Vélo

Place des Guillemins, 2

4000 Liège

+32 (0)4 222 99 54

liege@provelo.org<https://www.provelo.org>

# Solidarity garage – TRANSMISSION 14 Garage

Device made available by SARL Transmission 14

Diagnostic, maintenance, reparation and towing service with solidarity tariffs

## Services

Diagnostic before buying a used vehicle, diagnostic and search of defaults, mechanic reparation of vehicle, maintenance and reparation, sale, mounting and balancing the tyres, solidarity towing service

## Target public

Any public.

Tariff of manpower for the public in social-professional integration: applicants for a job, precarious employees, beneficiaries of a minimum social allowance and pensioners and students.

## Territory covered:

Urban community of Caen la Mer in Normandy, and surroundings if the persons may drive the vehicle to the garage.

Solidarity towing on a distance up to 35 km around Caen.

Territory of 48 localities - 363 km<sup>2</sup> - 26 8470 inhabitants - 740 inhabitants /km<sup>2</sup>

## Organising authority:

Common objective of society and political class of integration SINEO in the origin of solidarity garage.

## Date of establishment

2018

## Annual budget

43,100.00 € in 2020

## Financing sources:

Public: Regional Council of Normandy, Territorial Unit of Calvados of DIRECCTE, ANCT (town policy), Urban Community of Caen la Mer

Private: Funds of Savings Bank of Normandy for solidarity initiative, Legallais company, active France

## Number of employees

5 ETP: 1 head of workshop, 1 mechaic employed, 2 mechanics in integration, 1 secretary

## Number of users

874 persons in 2020, out of which 434 beneficiaries of solidarity tariff.

## Known (objective) results

In 2020, 874 persons visited the garage (51% men, 49% women), 434 enjoyed the solidarity tariff, and 289 came from priority districts of Caen la Mer

## Price of service for user

Tariffs adjusted to the resources of persons (according to family share and tax income of reference)

17.50 € VAT included for diagnosing, deducted from the invoice, if reparations are made in the garage

Solidarity tariff 35.00 € VAT included /hour of maintenance / Intermediary tariff 42.00 € VAT included /hour of maintenance / Classical tariff 71.00 € VAT included /hour of maintenance

COVID-19 participation, 1.08 € invoiced (purchase of sanitary protection equipments)

Partner work with social services for employment of financial support.

## Contact

Christophe SARAZIN, director

christophe.sarazin@sineo.fr / 06 82 09 17 58

Sandrina SAMSON, coordinator,

sandrina.samson@sineo.fr / 06 42 30 70 05

## Website

<https://www.garagesolidairecaen.org/>

# Classical garage with adjusted offer – RENAULT SOLIDARITY

Device made available by Renault Group

Car services at reduced tariffs on prescription

## Services

Services by subscription (Department of Employment, ADMR, Restuarante Coeur, etc), or online, without prescription (file study by a volunteer)

Maintenance and reparation of vehicles:

Access to new vehicle leased on long term with possibility to buy the vehicle

## Target public

Inhabitants of metropolitan France

Persons needing an individual transport for professional scope, for search, encountering or maintenance of a job and not possessing financial resources to undertake the use of a vehicle

Major individuals, holders of driving licence, for manual gearbox vehicles

Eligible conditioned by the resources of program: eligibility delegated to partners adopting the program and validated by the resource-related condition (some partners validate eligibility based on income, others, based on family share of CAF, others based on the amount of allowance when returning to work etc. Regardless the criterion used, each situation is studied individually in order to evaluate whether the situation of applicant justifies the administration within the program)

Being in a situation of bank incident (pursuant to the study of file).

## Organising authority

Programs developed by RSE Division of Renault Group. They target solutions, on social issue, by an innovative entrepreneurial demarche.

## Date of establishment

2012

## Annual budget

Information not available.

## Financing sources:

Company of Renault Group

## Number of employees

Information unavailable.

## Number of users

Since 2012, 18,000 persons assisted

## Known (objective) results

Starting with 2012, 2,500 persons have enjoyed one of two solidarity offers.

## Price of service for financier (by user)

Information unavailable.

## Price of service for user

Tariff adjusted to the resources of individuals (according to family share and fiscal income of reference)

Maintenance and reparation of vehicle: Manpower tariff reduced to 45.00 € VAT included, Exchange parts on procurement tariff

Access to a new vehicle: Dacia Sandero from 90.00 € VAT included /month, Renault Kangoo from 210 € VAT included /month

## Contact

<https://rse.groupe.renault.com/contact>

## Website

<https://rse.groupe.renault.com/offres-solidaires>

# Two-wheel repair garage – IFAIR

Device made available by IFAIR association

Support and making equipment available for the self-repair of bicycles and cyclos

## Services

Supporting persons and making available a device for maintenance and repair of personal cyclomotor (maximum 50 cmc) and electric, or normal bicycle

Advice for buying spare parts and vehicles

Sale of second-hand and reconditioned scooters

## Target public

Inhabitants of territories: Community of Évreux Portes of Normandy / Community of Seine Eure / Community of Lyons Andelle localities,

Any public, with priority that socially-professionally integrated

## Territory covered

Community of Évreux Portes of Normandy

Territory of 74 localities - 660 km<sup>2</sup> - 111 800 inhabitants - 170 inhabitants /km<sup>2</sup>

Community of Seine Eure

Territory of 60 localities - 544 km<sup>2</sup> - 105 738 inhabitants - 194 inhabitants /km<sup>2</sup>

Community of Lyons Andelle localities

Territory of 30 localities - 276 km<sup>2</sup> - 21 336 inhabitants - 77 inhabitants / km<sup>2</sup>

## Organising authority

On initiative of association, depending on territorial needs

## Date of establishment

1994

## Annual budget

150,000.00 €

## Financing sources:

Public: EPCI, Council of Eure department

Private: self-financing

## Number of employees

2.5 ETP out of which 2 entertainers

## Number of users

Between 150 - 200 users/year

## Known (objective) results

In 2019, 70% of individuals are part of a professional insertion, 92 vehicles maintained representing 1,106 hours of maintenance or repair, 27 motor vehicles, with two wheels, have been sold.

## Price of service for financier (by user)

Information unavailable.

## Price of service for user

Annual contribution of 10.00 €/ social garage.

## Contact

Olivier ETTOUATI, Director

ifair.association@wanadoo.fr - +33(0)2 32 62 66 38

## Website

<http://ifair-mobilite.fr/garagesocial.php>

# MOB'IN NORMANDY network – Inclusive mobility devices in Normandy

## Network of structures offering inclusive mobility services

### Missions

Promoting fair access of all individuals to sustainable mobility autonomous rights in the Norman territory

Animation and development of network represented by actors of Normandy of inclusive mobility: sharing experience, trainings, resources and competences

Sharing a common frame of values and action principle.

Supporting the projects in creating and development of solidarity mobility platforms in the Norman territory.

Representation of Mob'in Normandy members with public and private actors related to inclusive mobility stakes in the Norman territory.

Studies with public or private actors related to sustainable mobility.

Favouring all actions of general interest that may allow acting in favour of mobility for all.

### Target public

Private, public or para-public structures, operators of inclusive mobility actions

### Territory covered

Normandy region

Territory of 29 906 km<sup>2</sup> - 3 342 467 inhabitants - 111 inhabitants/km<sup>2</sup>

### Organising authority

On initiative of inclusive mobility operators in Normandy

### Date of establishment

2017

### Annual budget

63,000.00 € in 2019

### Financing sources:

Contributions paid by members, state allowances, territorial collectivity and public or private bodies, donations in kind, any other resource authorised by applicable laws.

### Number of employees

A person in charge with development for 28 hours per month

### Number of users

24 affiliated structures in 2019

### Known (objective) results

6,903 persons received, 7,212 training hours, 60,381 days of solidarity lease, 283 licences obtained, 1,053 persons have enjoyed solidarity transport, 1,725 persons benefited of mechanical reparations.

### Price of service for user

Annual contribution of 200.00 €/instalment of 100,000.00 € of mobility budget for prior year.

### Contact

Clémentine Chanoni – Person in charge with development - normandie@mobin-solutions.fr

- +33 (0)6 37 36 36 83

### Website

<https://fr-fr.facebook.com/MobInNormandie>

# Regional mobility unit – Wallonia

Coordination and development of local transport services  
as an alternative to private car and complementing public transport.

## Services

Implementation of a unique call number and promotion of it

Determining a convention with each local mobility unit known

Connecting to network the local mobility units

Making available to local mobility units the common computer tools

Informing the local mobility units related to existing financing sources

Formulating proposals for the improvement of persons' mobility

## Target public

Local mobility units, public authority, scientific, professional mobility institutions

## Territory covered:

Within the term: entire Walloon region

Territory of 16 850 km<sup>2</sup> - 3 644 000 inhabitants - 216 inhabitants/km<sup>2</sup>

## Organising authority:

Public Service of Wallonia – Ministry of Mobility and Operational General Directorate of Mobility and hydraulic resources, based on a frame convention.

## Date of establishment

Signing the frame convention on 27th April 2020

## Annual budget

1.1 million € in 2019

## Financing sources:

Walloon government

## Number of employees

20

## Known (objective) results

Information available (service active since 2020)

# AGIL`ESS network (former APREVA network) – Solidarity garage and lessors

Device supported by the association Agil'ess  
Solidarity garages and lessors

## Services

Employing human and financial sources to help the member structures in perennality and development of their action of social and professional integration with respect to the public in difficulty, that it shelters

Implementation of knowledge sharing with its members, by physical meetings, of remunerated training, of support and transfer of knowledge

Intervention at public authorities and awareness of public opinion, in order to favour the acknowledgement of member structures of territory

Favouring the creation of new structures like solidarity garages and lessors. Favouring and organisation of courses for perfection and professionalization of its members, volunteers and employees

A resourceful place for interaction of its members, for movement of information, opinions, competences and persons, for organisation of regular meetings, for editing of tools and publications and for coordination of national actions

Searching of experiments susceptible to develop the receiving and employment, to support the integration of individuals in exclusion situation

Implementation of partnerships with international companies of vehicles and mobility.

## Target public

Private, public and para-public structures, operators of inclusive mobility actions

## Territory covered

Metropolitan and ultra marine France

## Organising authority

Created on initiative of its first members, the network includes three support mobility structures, based on the idea of meeting and sharing, in order to obtain a stronger development.

## Date of establishment

2016

## Annual budget

90,000.00 €

## Financing sources:

Rights of affiliation and contributions, state allowances, departments and communes, public groups and their institutions, European Union or private bodies. Consulting services and support for creation. Generally, all resources authorised by applicable law.

## Number of employees

2 ETP in 2020: 1 general delegate, in charge with development, coordination and development of different network programs and 1 person in charge with communication and animation of network.

## Number of users

34 members in May 2021

## Known (objective) results

4,000 beneficiaries of solidarity garages and member lessors

89,000 days of lease

4,277 solidarity reparations/year (figures in 2020)

Price of service for user

The annual contribution is of 100.00 €/member

## Contact

Albine Séris, general delegate –  
albine.seris@reseauapreva.fr

## Website

<https://www.reseau-apreva.com>

# Local mobility unit : Mobilesem

Information and trainings on mobility at local and supra-local level

Coordination of the meeting of mobility demand and supply

## Services

Call centre available to all citizens and organisations for organisation of communal and supra-communal routes, on local or supra-local territory

Trainings necessary for driving (driving licence, prevention, perception of risks, eco-driving, updating of knowledge by seniors), training driving school trainers

Training and reparation of bicycles (driving, mechanics, projects and events)

Coordination and collaboration between communes related to mobility

## Target public

Lambda citizens, citizens with specific needs, different companies, associations, transport companies, public institutions.

## Territory covered:

11 localities of Entre-Sambre and Meuse (south of Belgium), on 1st September 2021.

## Organising authority:

Asbl Mobilisem

11 localities of Entre Sambre and Meuse

Public Service of Wallonia – Ministry of Mobility and Operational General Directorate of Mobility and hydraulic resources (frame convention)

## Date of establishment

2011

## Annual budget

Mobilisem local pilot unit: 350,000.00 €

## Financing sources:

Member localities of Charta (by contribution of 0.40 euro/inhabitant)

Local, regional and federal devices of support for employment

Wallonia punctual subsidies

Receipts from driving licence service and lease of bicycles (by bicycle network)

Auctions for projects like National Lottery, Regele Baudoin Foundation, Feder and Feder, ...

## Number of employees

9 office employees + 11 volunteer drivers

## Number of users

Information not received yet

## Known (objective) results

Information not received yet

## Price of service for user

Call centre : free

Trainings : free or at reduced cost

## Contact

Olivier Foubert, Director

Rue du Moulin 181 5600 PHILIPPEVILLE

+32 (0)71 68 79 86

info@mobilesem.be <http://mobilesem.be/>

# Mobility platform - Caen la Mer

Devices made available by CALMEC and INFREP

Diagnostic, counselling, workshops, and orientation in the field of mobility

## Services

Mobility diagnosis, mobility counselling, group workshops to remove the constraints of cognitive, psychological or socio-cultural factors.

Orientation towards financial aid.

Orientation towards the territory's mobility operators : assistance with trips, access to two-wheelers, solidarity driving school, shuttle bus rental, solidarity garage

Innovative projects and new mobility actions in favour of the territory.

## Target public

Public in social-professional integration: applicants for a job, precarious employees, beneficiaries of a minimum social allowance.

## Territory covered:

Caen la Mer urban community in Normandy

Territory of 48 localities communes - 363 km<sup>2</sup> - 26 8470 inhabitants - 740 inhabitants /km<sup>2</sup>

## Organising authority:

On origin, local political objective: auctions for PLIE project from Caen Countries for specific public, then, extension of device to all inhabitants of Caen la Mer, by financing the urban community of Caen la Mer.

Coordination of mobility platform: Caen employment and competences (former House of Employment and Training of Agglomeration of Caen) financed by urban Community of Caen la Mer and by State, and charged with animation and coordination of actions attached to training, employment partners and of integration in territory.

Animation of mobility platform: INFREP private training centre, in answer to a project bid

## Date of establishment

2009

## Annual budget

242,000.00 € in 2019

## Financing sources:

Public: Urban community of Caen at Mer and ANCT (town policy), Normandy Region, Territorial unit of Calvados of DIRECCTE in Normandy, PLEI of Caen Region

Private: FASTT

## Number of employees

4.8 ETP in 2019

## Number of users

800 users in 2019

## Known (objective) results

Access or maintenance on labour market / training: 47%

## Price of service for user

Participation of user required for social driving school, solidarity lease and garage.

All other free services.

## Contact

Claire YONNET, Study Manager in CALMEC - 02 31 39 39 04 - c.yonnet@calmec.fr

## Website

[www.mobilite-caenlamer.fr](http://www.mobilite-caenlamer.fr)

# Mobility platform - Mobyliis

Device made available by Mobyliis

Centre of resources, information and orientation on mobility

## Services

Unique counter and centre of resources

Mobility diagnostic, customised support, mobility advice and collective workshops

Organisation of microcredit files and accompanying for an adjusted financial support

Mecamobyl itinerant social garage and permanent garage, on social tariff, Mobyloc service of vehicle lease

Directing to mobility operators in territory

Social driving school

MobiPro society mobility plan

Starting new actions of mobility in territory

## Target public

Public in social-professional integration: applicants for a job, precarious employees, beneficiaries of a social minimum allowance, interim.

Local companies

## Territory covered

Western part of Calvados department. Some services are also employed in Orne and Manche.

## Organising authority:

The mobility platform was created in 1998 under the name of SOS mobility, then, under the aegis of Étape, and in 2019 under the name of Mobyliis.

## Date of establishment

1998

## Annual budget

500,000.00 €

## Financing sources:

Public

Department Council of Orne and Manche, ANCT (policy of town), territorial unit of Calvados of DIRECCTE in Normandy, FSE, Flers agglomeration, DDCSPP

Private

FASTT, foundations of companies, services

## Number of employees

14

## Number of users

1,700 users in 2019, for more than 2,000 services

## Known (objective) results

Increase of mobility potential of individuals, return and maintenance on labour market

## Price of service for user

Participation of user required for social driving school, solidarity lease and garage. All other free services.

## Contact

Clémentine Chanoni – Director

[clementine.chanoni@mobyliis.org](mailto:clementine.chanoni@mobyliis.org) -

+33 (0)6 37 36 36 83

## Website

[www.mobyliis.org](http://www.mobyliis.org)

[www.facebook.com/mobyliis](https://www.facebook.com/mobyliis)

[www.linkedin.com/company/mobyliis-fabrique-equitable-mobilite](https://www.linkedin.com/company/mobyliis-fabrique-equitable-mobilite)

# Pre-training for driving licence B – Integracode

Device supported by the Mob'In France federation  
Pre-training for the driving licence from the perspective of  
learning French a foreign language and citizenship

## Services

Five training modules for 12 sessions, established training based on three references: CECRL, REMC (reference of education on citizenship mobility), Integracode

Presence of 2 entertainers: one trainer, holder of patent for exercising the profession of driving licence and traffic security trainer (BEPECASER) and a French language professor as foreign language

200 hours of trainings, groups of 8 -12 persons, 12 - 15 hours per week

## Target public

Immigrants, major, with regular administrative situation, interested in preparing for obtaining the driving licence, for facilitating their integration in society with language level A2 (CECRL), validated mainly for written comprehension

with republican integration contract signed for minimum 5 years

## Territory covered

Totality of national territory by Mob`In France network, in partnership with local actors of integration.

## Organising authority

Initially, in 2018, Directorate for reception, accompanying of foreigners and nationality (new management for integration and access to nationality) depending on the Ministry of Interior, in answer to a project bid.

Action organised by Mob`in France allowing the experiencing in 17 territories and generating the Integracode reference.

## Date of establishment

2018

## Annual budget

14,000.00 €/session, for 8 – 12 persons

## Financing sources:

BOP 104 for 80% public financing different depending on territory for the rest of 20%.

## Number of employees

Information unavailable

## Number of users

500 beneficiaries/year

## Known (objective) results

100% of persons develop responsively French language skills

80% of persons are interested in attending a traffic code training in a driving school

70% of persons declare that have gained enough self-confidence

80% of persons are learning the traffic code.

## Price of service for user

Free for user

## Contact

Pascal Grand – national coordinator -  
integracode@mobin-solutions.fr -

+33(0)6 16 99 90 29

# Social driving school of Flers

Device made available by local authorities

Driving trainings for the public of social and professional integration

## Services

Positioning individuals with respect to action by experts

Verification of skills and pre-requisites

Training persons for driving licence exams (practical and theoretical test) with specific support that tries to identify the peripheral difficulties of individuals with their social expert

Consolidation of knowledge related to traffic code for 4-8 weeks, currently with a trainer of driving school, by individual training and road security work shops

Training for driving a manual gearbox vehicle

2-3 sessions of 12 places/years

## Target public

24 beneficiaries of RSA registered at the Department of Employment of Muncp + 4 residents of priority districts of town policy + 1 – 2 interims

## Territory covered

Flers agglo / Territory of 42 localities - 568 km<sup>2</sup> - 55 000 inhabitants - 97 inhabitants/km<sup>2</sup>

## Organising authority

Local public objective

## Date of establishment

2009

## Annual budget

58,400.00 €

## Financing sources:

Public: Department Council of Orne, Flers Town

Private: FASTT

## Number of employees

1 ETP trainer of driving school + 0.25 ETP coordinator

## Number of users

36 candidates per year

## Known (objective) results

Between 90 -100% successful pass of the number of presentations to traffic code exam and between 75 and 85% successful pass of the number of presentations to practical exam.

## Price of service for financier (by user)

Between 1,650.00 and 1,900.00 €

## Price of service for user

Required contribution of user: between 150.00 and 250.00 € for traffic code and driving exams, according to financiers.

For interims, the individual participation depends on the financial support granted by FASTT.

## Contact

Clémentine Chanoni – Manager of Mobyliis association -

clementine.chanoni@mobyliis.org - 06 37 36 36 83

[www.mobyliis.org](http://www.mobyliis.org)

[www.facebook.com/mobyliis](https://www.facebook.com/mobyliis)

[www.linkedin.com/company/mobyliis-fabrique-equitable-mobilite](https://www.linkedin.com/company/mobyliis-fabrique-equitable-mobilite)

# Itinerant driving school of rural environment

Device made available by Caravane association

Theoretical and practical driving training (initiation)

## Services

Training related to traffic code in a pre-arranged camping, with capacity of 5 persons, completed by an individual complementary training, on tactile tablet

Purchase of first gestures on wheel, in autonomy and acquirement knowledge by a driving simulator, situated in the camping

Driving training, with a double driving vehicle

## Target public

Persons supervised by integration structures by Economic Activity of territory, with project and professional progress needing acquirement of driving licence category B

## Territory covered

Rural revival area of Hauts de France region, regrouping 4 EPCI

## Organising authority

On initiative of Hope intermediary association, relying on the needs identified in territory

## Date of establishment

2019

## Annual budget

90,000.00 €

## Financing sources

Public: Regional Council of Hauts de France, Department Council of Pas de Calais, Department of Employment (functioning)

Private: 8 foundations of companies (investment)

## Number of employees

2 ETP (trainers of driving school)

## Number of users

45 candidates/year

## Known (objective) results

95% success on traffic code exam (first session), with no retrospective for the moment, with respect to practical test for driving licence category B, as it is a young association and due to the difficulties created by Covid-19 sanitary crisis.

## Price of service for financer (by user)

Approximately 2,000.00 €/licence

## Price of service for user

The contribution required to user for social driving school is of 300.00 €.

## Contact

Mr. Emmanuel Lebouc, Mr. Anthony Merlin, president and vice-president of Caravane association –

7, rue J.L.B. Coquerel Hucqueliers

+33 (0)3 21 90 34 34

<https://caravane-asso.blogspot.com/>

# Session “Driving licence theoretic exam category B” – FUNOC

Device made available by FUNOC

Theoretic courses of traffic code and driving in a perspective of socio-professional integration

## Services

Theoretic course of traffic code and driving for passing the driving licence B category exam.

Duration: 90 training hours within 12 weeks

## Target public

Applicants for a job, less educated, unskilled, unemployed for a long time, beneficiaries of social allowances, foreigners.

## Territory covered

Locality Charleroi

Territory of 103 km<sup>2</sup> - 202 746 inhabitants - 1968 inhabitants /km<sup>2</sup>

## Organising authority

FUNOC, adult training body constituted in 1977, financed by public authorities

## Date of establishment

The theoretical training for obtaining the driving licence category B is organised since September 2004.

## Financing source:

Multiple annual subsidies received based on a Walloon Region authorisation.

## Number of employees

Number of employees involved in the training for obtaining driving licence category B: 1 ETP.

## Number of users

45 persons annually

## Known (objective) results

80% success on theoretical exam of candidates non-commercially trained (comparatively to 50% in average of Belgian population overall according to annual reports 2011-2015 of GOCA).

## Price of service for financier/s

Approximately 1,200.00 €/person trained

## Price of service for user

Free

## Contact

Still waiting for

## Website

<http://www.funoc.be/?Mobilite-Permis-de-conduire-theorique-B>

# Driving Training – Supervised driving 49

Device made available by Afodil association

Human and material resources for supervised driving

## Services

1.000 kilometres of supervised driving with a volunteer attendant, for 3-4 months, to familiarise with driving, to gain experience and to increase the success possibilities on practical test to obtain the driving licence category B.

Making available a volunteer, a vehicle and an extended insurance

## Target public

All persons over 18 years old, enrolled at a driving school and who have passed the traffic code test and in progress of integration, namely under the supervision of a Local Mission and with contract in workshops or integration sites or in intermediary association or who receive minimum social allowance like RSA, ASS or AAH.

The persons should have either obtained the certificate for completion of initial training (issued by driving school) or to be on the verge of completing it or, after failing the exam for driving licence, he/she has obtained the authorisation for supervised driving (issued by the driving school).

## Territory covered

Department of Maine-et-Loire

Territory of 7 107 km<sup>2</sup> - 815 325 inhabitants - 115 inhabitants /km<sup>2</sup>

## Organising authority

On initiative of Afodil association to answer the needs of assisted persons: gaining driving experience, reduction of financial cost, ...

## Date of establishment

2014

## Annual budget

50,000.00 €

## Financing sources

The supervised driving device is part of that of Maine-et-Loire mobility platform, receiving the following public financing:

FSE, ANCT (town policy), Regional Council of Loire Region, Department Council of Maine et Loire, Angers, Cholet, Saumur, Mauges community, CAF, MSA, Department of Employment

Vehicles (8 manual gearboxes, 2 automat gearboxes) have been obtained through foundations and companies (donations within RSE)

## Number of employees

1 ETP – approximately 45 volunteers

## Number of users

60 persons per year

## Known (objective) results

The best success on obtaining the driving licence – strong social connection between volunteer and candidate – opening the network of companies of volunteers, former employees – advice on purchase of a vehicle, ...

## Price of service for user

10.00 €/affiliation (insurances) on registration and 30.00 €/month for supervised driving

## Contact

Thomas Chevillard, director - t.chevillard@afodil.org

## Website

[www.afodil.org/La-conduite-supervisee\\_a38.html](http://www.afodil.org/La-conduite-supervisee_a38.html)

# Edith Bonnem Bicycle School

Device made available by Edith Bonnem social centre

Bicycle training for all audiences

## Services

Training in the use of bicycle for riding on street, mastering the traffic code, in very small groups, 2-3 sessions per week

- Several possibilities of learning:

Complete learning (12 sessions of 1h30)

Sitting on saddle (6 sessions of 1h30)

Individual course (1 session of 1h30)

Specific learning for persons in difficulty (disabled persons, persons lacking self-confidence, ...)

## Target public

Any person, child or adult.

## Territory covered:

Urban community of Alençon

Territory of 462 km<sup>2</sup> - 55 924 inhabitants - 121 inhabitants /km<sup>2</sup>

## Organising authority:

Edith Bonnem Social Centre to answer the needs in territory

## Date of establishment

2018

## Annual budget

4,500.00 € in 2019

## Financing sources:

Department Council for beneficiaries of RSA, Edith Bonnem social centres and participation of persons accepted

## Number of employees

1 mobility trainer per bicycle

## Number of users

20 in 2019 (young association, still with no specific location)

## Known (objective) results

90% of users are riding in velotonomy at the end of their training, namely they are autonomous from mechanical perspective and know how to ride fully safe in a secured environment and in traffic.

## Price of service for financier (by user)

Information unavailable.

## Price of service for user

35.00 € for complete study, 25.00 € for sitting on saddle, 5.00 € individual course.

Free training for RSA beneficiaries

## Contact

Edith Bonnem Social Centre

MOBI JUMP mobility platform

Place Edith Bonnem, 61000 Alençon

+33 (0)6 71 65 21 05

## Website

[centre-social-edith-bonnem.org/velo-ecole](http://centre-social-edith-bonnem.org/velo-ecole)

<http://www.mobijump.fr/>

# Driving training - Scooter for employment

Device made available by Échafaudage association

Theoretical and practical scooter and auto training with individual social support

## Services

Scooter for employment is a training program for passing the theoretical and practical exam in order to obtain the driving licence category AM (for scooter) and the driving licence category B (motor vehicle driving licence). It includes as well a manner of active search of a job, study of French language and mathematics. One proposes as well internships and an individual support for optimisation of professional integration possibilities.

## Target public

Applicants for a job from minimum 18 years old.

## Territory covered

Region of Liège

## Organising authority

ASBL Échafaudage

## Date of establishment

2008

## Annual budget

Information unavailable

## Financing source

Subsidies of Walloon Region

## Number of employees involved in the program

1

## Number of users

20 apprentices per year

## Known (objective) results

Successful completion of AM and B licences

Improve your mobility

Refresher course in French

Acquire professional experience through an internship internship

Find a job

## Price of service for financier (by user)

Approximately 600 € per trainee

## Price of service for user

Free

## Contact

Laurence TRILLET

Rue Fosse-aux-Raines, 40

4020 Liège

+32 (0)4 341 57 64

+32 (0)473 72 10 17

ltrillet@asblechafaudage.be

<http://www.echafaudageasbl.be/scooter-vers-lemploi/>

## Micro-credit for natural persons – Supported social loan

Device made available by Credal, cooperative society with limited liability and social purpose.

Supported social loan for people with modest incomes

### Services

Granting a supported social loan (consumption loan, max. 10,000.00 €) for training with a view to obtain the driving licence and/or purchase a vehicle.

### Target public

Natural persons with modest income, beneficiaries of social allowance.

### Territory covered:

Walloon Region and Brussels - Capital

Territory of 17,000 km<sup>2</sup> – 4 850 000 inhabitants - 285 inhabitants /km<sup>2</sup>

### Organising authority:

Credal, cooperative with social finality promoting a fair and solidarity society, mainly related to the use of money.

### Financing sources:

Capital brought by co-operators

### Number of employees

3,5 ETP

### Number of users

In 2020, 552 micro-loans granted, out of which 340 for mobility solutions.

### Known (objective) results

<https://www.credal.be/temoignages/la-voiture-de-leur-avenir>

### Price of service per user

Free (with interest percentage per loan)

### Contact

Einstein Business Center

Parc scientifique de Louvain-la-Neuve

Rue du Bosquet, 15A

1435 Mont-Saint-Guibert

Numéro général : 010/48 33 50

Microcrédit personnel : 010/45 25 33

[credal@credal.be](mailto:credal@credal.be)

<https://www.credal.be/credit/besoin-credit-social-accompagne>

# Personal micro-credit platforms in Calvados region

Device made available by UDAF from Calvados and CCAS from Caen  
Support to integration structures and individuals for application of personal microcredit

## Services

Support to social and professional integration structures for orientation, file instruction, the search for a banking partner and the follow-up of borrowers in the framework of personal microcredit applications

## Target public

All structures of social and professional integration of Calvados that receive a public eligible for social micro-credit

Inhabitants of Calvados department answering to social micro-credit criteria: persons with low income having access to loans from classical banks, having however the possibility to return monthly instalments of loan.

## Territory covered:

Department of Calvados

Territory of 5 535 km<sup>2</sup> - 694 056 inhabitants - 125 inhabitants /km<sup>2</sup>

## Organising authority:

According to governmental directives, Savings Bank encourages to create department platforms for uniformization of practices and better development of such inclusive mobility solution.

## Date of establishment

2015

## Annual budget

178 984.00 € (total accumulated by unblocked micro-credits) in 2019

## Financing sources

Sauvings Bank, Territory Bank Branch

## Number of employees

0,70 ETP

## Number of users

25 affiliated structures, 105 users in 2019

## Known (objective) results

73 files of micro-credit accepted

## Price of service for financier (by user)

Information unavailable.

## Price of service for user

Free for structures and users

## Contact

Anaïs GESLOT, family institution service  
microcredit@udaf14.unaf.fr

+33 (0)2.31.54.64.34

# Support for driving licence category B – Grant for obtaining the driving licence in the town of Caen

Device supported by local authorities

Financial support for leadership training via volunteering

## Services

Grants to fund driving training: financial support of maximum 600.00 euro - 40 hours of volunteering in a local association in exchange

Pedagogical support of Caen la Mer mobility platform, in case of difficulties

## Target public

Young public (18 – 25 years) supervised by Local Mission of the inhabitants of Caen for more than 3 months who have passed the traffic code exam, with a well-defined and coherent professional project.

## Territory covered

Locality Caen

Territory of 26 km<sup>2</sup> – 105 512 inhabitants - 4 106 inhabitants /km<sup>2</sup>

## Organising authority

Caen Municipality

## Date of establishment

2013

## Annual budget

18 000.00 €

## Financing sources

Co-financing of town and CCAS

## Number of employees

Information unavailable.

## Number of users

30 persons

## Known (objective) results

60% licences obtained on average term

## Price of service for financier (by user)

600.00 €

## Price of service for user

For completion necessary to obtain the licence, the user must be able to employ other financial supports or to be able to self-finance it.

## Contact

Caen Local Mission in Mer Calvados Centre –  
+33(0)2 31 46 21 46

## Website

<https://caen.fr/se-former-travailler-se-deplacer>

# Support for driving licence category B – Driving licence advantages

This device is made available by FASTT  
Support and coaching to obtain the driving licence

## Services

Support and supervision by a counsellor of a social driving school or a FASTT partner mobility platform

Balance of mobility skills for identification of:

Plan of action including search of financing and identification of adjusted training (traditional or associative driving school)

Financial support for those holding enough financial resources for management of all costs related to acquirement of driving licence category B

## Target public

Interim with 414 hours of mission in the last 12 months and having a family share under 1,100.00 €

Interims under contract with a Temporary Labour Company of Integration (in this case, no seniority or resource conditions are necessary)

Interims supported by a social worker of FASTT within the reconversion project (pursuant to work accident or disease)

## Territory covered

Some departments of France representing 70 structures of support and over 200 locations of receiving.

## Organising authority:

FASTT

## Date of establishment

2015

## Annual budget

800 000.00 €

## Financing sources:

FASTT

## Number of employees

Information unavailable.

## Number of users

1 200 new users every year

## Known (objective) results

High success rate on traffic code exam: 76% of temporary workers starting the process in the program pass successfully the traffic code exam

High success rate on driving exam: 70% of temporary workers accepted for the support program have obtained at the end the driving licence.

The acquirement of driving licence is determined by the professional evolution of supported interims:

- 61% of interims declare that obtaining the driving licence have created them new perspectives of evolution in their employment as workers with shifted work schedule or even for some missions on long distances
- 50% of interims declare that this facilitates access to new missions

## Price of service for financier (by user)

Average cost per beneficiary: 670.00 € (including the processing costs and costs of registration of applications, management and supervision of device, administration of attendants by partner associations and paid supports).

## Price of service for user

Minimum 20% of total amount of training cost

## Contact

amelie.pajot@fastt.org

## Website

<https://www.fastt.org/atouts-permis>

# Support for driving licence category B – Drive passport

Full funding of driving training for low-skilled jobseekers on prescription

## Services

Offering the individuals encountered in a precarious situation an individual grant to cover the total costs of driving training, from study of traffic code to passing the practical driving test.

## Contact

<https://www.leforem.be/a-propos/projets-passeport-drive.html>

## Target public

The applicants for a job, registered in a training program or of an organised body or authorised by public authorities.

## Territory covered:

Wallonia

Territory of 16 850 km<sup>2</sup> - 3 644 000 inhabitants - 216 inhabitants /km<sup>2</sup>

## Organising authority:

Wallonia Area (Cabinet and Employment Management – Training + Forem)

## Financing sources:

Walloon budget within Get up Wallonia

## Number of employees

Information unavailable.

## Number of users

4 000 in 2020

## Known (objective) results

Information unavailable (project in progress)

## Price of service for financier (by user)

2 000.00 €

## Price of service for user

Free

# Support for driving licence category B – Driving licence for the future

## Finanțarea permiselor de conducere pentru tinerii defavorizați

### Services

Full management of costs for acquirement of driving licence (course and exam)

### Target public

Youth between 17 - 25 years living in disfavoured areas.

### Territory covered

Romania

Territory of 238 397 km<sup>2</sup> – 21 302 893 inhabitants - 89 inhabitants/km<sup>2</sup>

### Organising authority

NGO Foundation for Communication

MOL Romania Petroleum Products

### Financing sources

Private financing by MOL Romania Petroleum Products

### Number of employees

Information unavailable.

### Number of users

Information unavailable.

### Known (objective) results

Information unavailable.

### Price of service for financier (by user)

3 000.00 RON/user

### Price of service for user

Free

### Contact

office@pentrucomunitate.ro

### Website

<https://pentrucomunitate.ro/en/program/permis-pentru-viitor-2020>

# List of abbreviations

## Structures supporting the solutions

AAJB : Association of Jean Bosco Friends  
CALMEC : CAen La Mer Employment & Competences  
CCAS : Communal Centre of Social Action  
FUNOC : Training for university opened at Charleroi  
IFAIR : Individual Integration Training Entertainment to Succeed  
INFREP : National Institute of Training and Search for Permanent Education  
UDAF : Department Union of Family Associations

## Financing sources

AGIRC : General Association of Staff Retirement Institutions  
ANAH: National Agency for Habitation Improvement  
ANCT: National Agency for Territorial Cohesion  
ARRCO: Association for Complementary Pension of Employees  
ARS: Regional Health Agency  
CAF: House of Family Allowance  
CARSAT: House of Pension and Occupational Health  
CCAS: Communal Centre of Social Action  
DDCSPP: Department Directorate of Social Cohesion and Population Protection  
CNRACL: National House of Pension of of Local Collectivity Agents  
CPAM: Primary House of Health Insurance  
CPF: Personal Training Account  
DIRECCTE: Regional Directorate of Companies, Competition, Consumption, Labour and Employment  
FASTT: Fund of Social Action of Temporary Work

FEADER; European Agricultural Fund for Rural Development

FEDER : European Fund for Regional Development

FSE: European Social Fund

MSA: Agricultural Social Mutuality

PLIE: Local Plan for Integration and Employment

SSI: Social security of freelancers

## Others

AAH : Allowance for Disabled Adults

ADMR: Home support in rural environment

ARE: Support for return to labor market

ASBL: Non-lucrative association

ASS: Specific solidarity association

CDDI: Integration contract on definite term

CPAS: Public Centre of Social Action

EPCI: Public Institution of Intercommunal Cooperation

ETP: Full time norm equivalent

FOREM: Walloon Office of professional training and employment

GOCA: Group of authorised companies of vehicle verification and driving licence

GRÉTA: Group of Institutions

ONG: Non Governmental Organisation

PMR: Person of Reduced Mobility

RSA: Income of Active Solidarity

RSE: Enterprise Responsibility

SARL: Limited Liability Comapny



## Fédération CAIPS

The CAIPS federation brings together 90 non-profit associations, CPAS and Walloon social purpose companies, active in the fields of socio-professional integration and social economy. In 2017, CAIPS created the "Mobility for All" Consortium, an informal collaborative platform that gathers different non-sales networks of operators specialised in the support of vulnerable people to work on the mobility issue of their audiences.

Rue du Pont, 24 | 4540 Amay Belgique | Tel. +32 4 337 89 64 | [Info@caips.be](mailto:Info@caips.be)

## Ateliere Fără Frontiere

Ateliere Fără Frontiere (AFF) is a social enterprise for integration through the social and solidarity economy for people who are very far from the labour market, excluded and marginalised. It offers three workshops: Reconnect (collection, reuse and recycling of computer equipment), Remesh (manufacturing of bags and accessories out of advertising banners) and Bio&Co (organic farm, production of organic vegetables and distribution in short circuit, reuse and composting of food waste). Ateliere Fără Frontiere (AFF) is co-founder and ensures the presidency of RISE Romania, the Romanian network of social integration enterprises.

Șos. Olteniței nr. 105 (INTEC) | București, sector 4 | Tel. +40 314 259 010 | [contact@atelierefarafrontiere.ro](mailto:contact@atelierefarafrontiere.ro)

## Mob'In France

The Mob'In France federation brings together the 13 regional networks of the same name, which themselves gather hundreds of actors from the French territory who work in favour of inclusive mobility under the Mob'In banner. Mobility platforms, solidarity rental companies, associative driving schools, social garages, transport on demand: Mob'In is more than 150 operators who act and innovate daily to remove the obstacles linked to the lack of mobility of the most vulnerable groups. They work together to develop practices and know-how, in order to achieve equity of services in their territories, with the aim of promoting the social and professional integration of people.

119, rue DAMREMONT | 75018 PARIS | Tel. +33 1 48 07 52 10 | [contact@mobin-solutions.fr](mailto:contact@mobin-solutions.fr)



# Mob'In Europe

## Transnational project for the mobility of vulnerable people

The Mob'In Europe project aims to establish the basis for mobility and driving training offer adapted to the needs and resources of disadvantaged people. It is supported by a transnational partnership involving three organisations:

- CAIPS, a Walloon federation of social and professional integration operators
- Mob'In France, a French network of mobility operators
- Ateliere Fara Frontiere, founding association and president of RISE Romania, the Romanian Network of Social Integration Enterprises

The partners are developing concerted actions and transnational tools in four areas:

- Policy recommendations on inclusive mobility
- Tools and methods of Mobility Diagnosis for the socio-professional integration sector
- Resources for mobility training for socially, financially and professionally vulnerable groups
- Pre-training for the theoretical driving licence for socially and professionally vulnerable people



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<https://www.mobineurope.eu/>