



Regulating and evaluating shared mobility.

Ben Atnipp · CEO, Vianova · ITSBE26

Shared mobility is now part of the transport system

| **33M+**

shared trips in Belgium in 2025 (bikes, scooters, cars)

| **2.5M+**

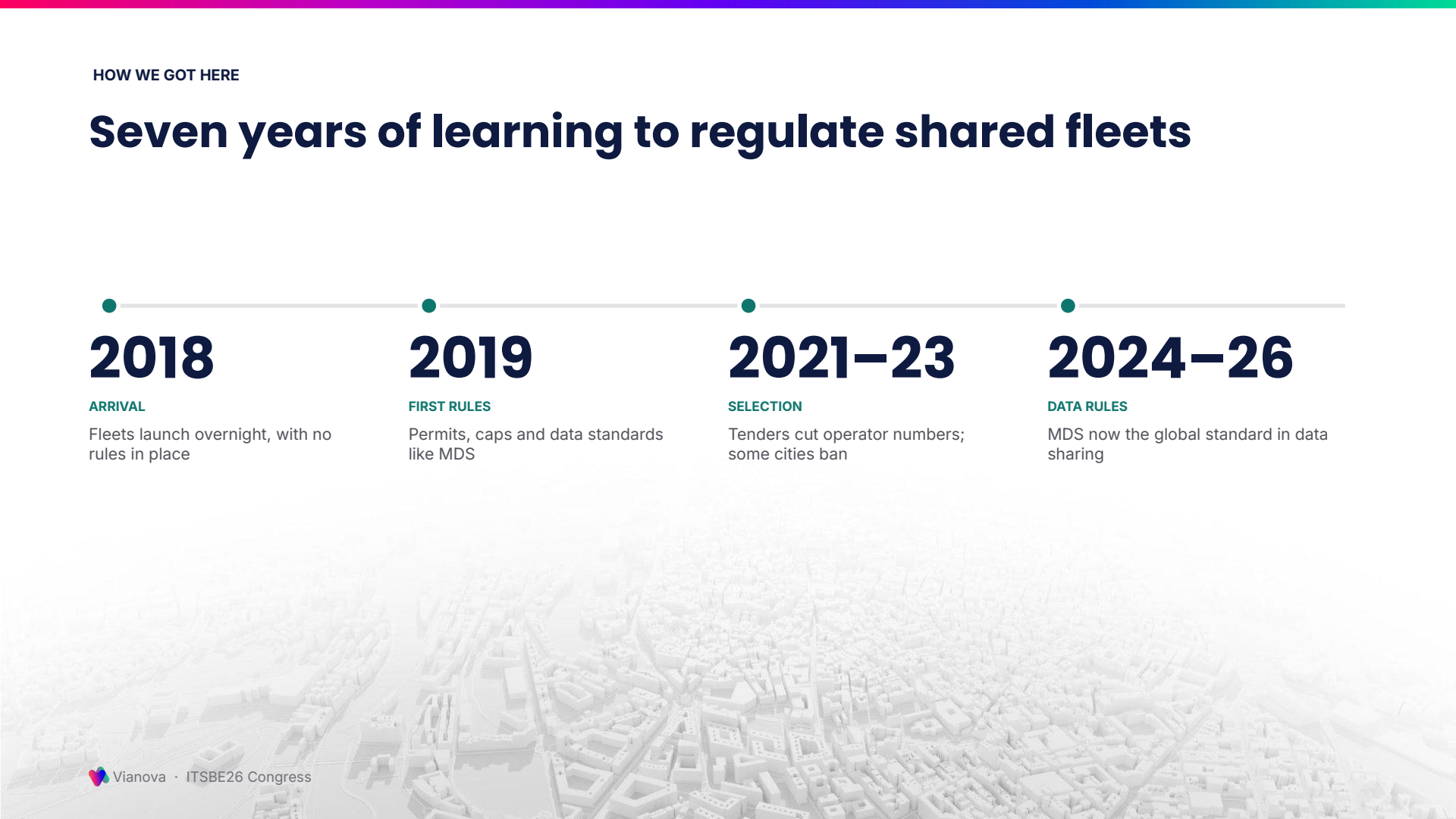
active bike & scooter users, 2025

| **42,000+**

shared bikes & e-scooters, 2025

Shared mobility = bikes, e-scooters, mopeds, cars. Today's focus: shared micromobility. · Source: Way To Go, Shared mobility in Belgium 2025

Seven years of learning to regulate shared fleets



2018

ARRIVAL

Fleets launch overnight, with no rules in place

2019

FIRST RULES

Permits, caps and data standards like MDS

2021–23

SELECTION

Tenders cut operator numbers; some cities ban

2024–26

DATA RULES

MDS now the global standard in data sharing

In 2025, Europe had fewer shared vehicles but more trips

-3%

shared vehicles in 2025 vs 2024, all modes

+16%

shared trips in 2025 vs 2024, all modes

700M+

shared trips in Europe in 2025, all modes

All modes = shared bikes, e-scooters, mopeds and cars. · Source: Fluctuo European Shared Mobility Index 2025, published May 2026

Four ways cities regulate and evaluate shared micromobility

1 Closed

REGULATE

No permits issued

EVALUATE

Nothing to measure

2 Open market

REGULATE

Light licence, open entry

EVALUATE

Complaints and fines

3 Capped permits

REGULATE

Caps, zones, data duties

EVALUATE

Compliance checks

4 Tender

REGULATE

1-3 operators, multi-year

EVALUATE

KPI scorecard

Cities are data rich but insight poor. It's a translation problem.



Regulating shared fleets in four steps

1

Set clear rules

Caps, zones and data duties in the permit

2

Monitor

Every operator on one live map

3

Evaluate

The same indicators for every operator

4

Adjust

Zones and caps follow the data

Four indicators, one data feed, every operator

1 Usage

DATA

Trips per vehicle per day

WHY

Right-sizes the fleet

2 Parking

DATA

Parking vs zones, complaints

WHY

Wins public acceptance

3 Safety

DATA

Injuries per million km

WHY

Rates, not counts, settle debates

4 Coverage

DATA

Vehicles by district

WHY

Service for every area

MDS 2.1: safety data becomes standard

1 Incidents

WHAT

Crashes, near-misses, hard braking

WHY

Safety measured, not guessed

2 Telemetry

WHAT

GPS trace every 5 seconds

WHY

Pinpoints risky streets

3 Risk rates

WHAT

Incidents per trip and per km

WHY

Fair comparison of operators

One place to monitor, analyze, regulate and report

Monitor

Every operator, live

Analyze

Answers without coding

Regulate

Rules published digitally

Report

Outcomes to share



Seven years of regulating...some lessons

1 Justify every cap

Evidence survives challenges

2 Parking wins trust

Hubs fix clutter, keep riders

3 Safety as a rate

Per km, shared vs private

4 Ask for the data

Put MDS in the permit, and work closely with operators in good faith

5 Stability beats churn

Long licences, regular reviews

Key Takeaways

- 1 Put KPIs and data duties in the permit
- 2 Document evidence behind vehicle caps
- 3 Measure safety per km
- 4 Publish a scorecard on a fixed cycle
- 5 Long licences, renewed on results

Thank you



Ben Atnipp
CEO, Vianova
ben.atnipp@vianova.io

