Work programme for work package 1

The research team will be composed of Institut de Gestion de l'Environnement et d'Aménagement du Territoire (IGEAT – Université Libre de Bruxelles), Centre d'Études Sociologiques (CES – Université Saint-Louis) and Mobility, Logistics and Automotive Technology Research Centre (MOBI – Vrije Universiteit Brussel).

The ***Institut de Gestion de l'Environnement et d'Aménagement du Territoire*** (IGEAT) is part of the Department Geoscience, Environment & Society (DGES) within Brussels University's (ULB) Faculty of Sciences. IGEAT is a large, multidisciplinary research institute where more than 60 researchers from various backgrounds (geography, environment, economy, tourism, transportation, politics, land planning, sociology, etc.) work together. The IGEAT has a long history of research on socio-economic themes in Belgium and across Europe. It has a particular expertise in data exploration of large socio-economic datasets, economic development, transport geography and social issues.

Centre d'Etudes Sociologique (CES) collaborates since 2011 with Brussels Mobility on the consolidation of the Mobility Observatory of the Brussels- Capital Region. The objective of this Observatory is to strive towards a common diagnosis on key issues related to urban mobility in Brussels and its stakeholders. This research project has resulted in the publication of four Notebooks (Lebrun et al., 2012, 2013, 2014; Strale et al., 2015) and a forthcoming fifth one (Brandeleer et al., to be published in 2016). Furthermore, our team is currently working on a sixth publication on work/school related travel behaviour. Other works and publications include travel practices studied through national surveys; the measure of accessibility; the history, organization and impact of transport systems; the role of specific technical tools in shaping transport policies; etc.

The ***Mobility, Logistics and Automotive Technology Research*** (MOBI) is a multidisciplinary team of researchers with an excellent track record of research on travel behaviour, company mobility, stakeholder involvement and business models. MOBI was involved in the PROMOCO project (2007-2008), which was a pioneering research effort on company mobility with a goal to investigate the impact of the rising company car usage phenomenon on sustainability (Macharis & De Witte, 2014; Castaigne et al., 2009). MOBI is also active in shaping regional transport policy in Brussels and Flanders through research on modal choice of commuters (De Witte et al. 2013), mobility of students (Van Lier et al., 2014) and telework (Van Lier et al. 2014). MOBI developed the transport module of the Modular On-line Time Use Survey (MOTUS) and has been analysing data from the survey (Keseru et al., 2015). MOBI is currently also working on a tool to assess mobility measures of companies within the project Lean and Green Personal Mobility.

Work Plan

I. Conceptual Framework

1. Definition of company car, evolutions of the system, characteristics over time (fuel, capacity, weight, emissions, …), legal framework, fiscal legislation and incentives (for employers, employees and freelance workers).

2. Analysis of the *fiscal implications of the company car system* in terms of employer and social security contributions loss, reductions in the payroll tax, VAT receipts and road fund tax on new cars, excises on fuel, ...

Other wage incentives like benefits for bike users, bike lending, public transport season pass paid by employers, ... will also be studied in order to compare these schemes with the company car fiscal cost.

3. In depth *analysis and inventory of existing data* regarding company cars in administrative records (ONSS, SPF Mobilité et Transports, SPF Economie, …), surveys (MOBEL, BELDAM, Onderzoek Verplaatsingsgedrag Vlaanderen, MOTUS time survey, …) and private partners (Febiac, Renta, ACERTA, ...). For most vehicles, administrative records do not allow to make a link between the company car and the driver. On the other hand, the DIV database identifies a “salary car” but it registers the owner (official address) which is often a leasing company. Submission of *data requests* to various stakeholders.

4. *Ecosystem of the company car* and analysis of current business models.

II. Travel demand and mobility at company level

1. *Spatial analysis of the transport demand* at the municipality scale based on Census 2011 in order to gain an understanding of the extent of commuting, which is one of the main uses of company cars. We plan to map the home-work distance for every workers. This will give a sense of transport demand at municipality level (which can be further aggregated at arrondissement or even regional level).

2. *Mobility at company level* will be analysed from the federal and regional (Brussels) database from companies’ travel plans (plan de déplacements des entreprises) in order to establish a profiling of companies – including location with respect to accessibility, employee socio-economic profile and activity sector – offering company cars to their employees and various measures in favour of sustainable mobility. This analysis will be supplemented with information derived from the Lean and Green Mobility programme and various surveys; e.g. those conducted by Acerta (talentometer, spiegelonderzoek, and mobiliteitsbarometer). If needed, some case studies will be conducted to answer some specific questions which are not covered by data already available. Companies for the case studies will be approached through the already existing contacts of research teams. Data collection may involve interviews, small-scale surveys and analysis of existing documents and data.

3. Drawing a *typology of companies offering company cars* (activity sector, degree of accessibility by public transport, socio-economic profile of employees) based on data available at stakeholders

and interest groups (more specifically Renta).

4. *Parking* is an issue that need to be further investigated, especially in urban areas. Regional and urban regulations will be screened and data regarding parking construction, existing infrastructure and its cost will be collected. The link between parking scarcity, company mobility policies and workers' transport mode will be studied.

5. Assessment of the *factors that drive employers' mobility policy*: fiscal advantages, image of sustainable mobility policy, cost and availability of parking, localisation, threat posed by congestion, etc.

III. Worker mobility at individual level

1. Analysis of the *mobility behaviour of company car users* and its recent evolutions. Who are they (income, place of residence, age, function, socio-economic status, …) and which mobility profile do they have compared to other workers (transport mode used to go to work, distance travelled, type of car, ...) ? Indicators on behavioural aspects related to modal use, impact of motives on modal choice and car use according to employee status will be derived from mobility surveys (MOBEL 1999 and BELDAM 2010), Acerta surveys, regional data (Onderzoek Verplaatsingsgedrag Vlaanderen), detailed data about travel behaviour from the MOTUS time-use survey (2013-14) and previous empirical research.

2. Assessment of the *extra distance travelled by company cars at household level*. The aim is to take into account professional trips and consumption shifts inside households (households with two cars may preferably use the company car to make a trip).

IV. Sustainability impact

We plan to gather available information concerning the environmental impact of company cars (assessment of energy use and environmental externalities of company car ecosystem).

V. Conclusions

The results of this work package will be summarised in the following deliverables linked to the above research steps:

1. *Description of data available* at stakeholders, interest groups, universities experts and administrations. This include the description of bottlenecks/lack of available data and the best way to circumvent these difficulties.

2. *In depth analysis of the company car ecosystem*: impact on transport demand, mobility, modal choice, company policy, worker attitude towards various incentives, congestion, fiscal burden, …

A seminar will be organised at the end of the Work Package 1 to present and debate our conclusions. We also plan to publish a synthesis article in Brussels Studies.

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