



TRANSPORT – Mobility Behaviour

This lever is currently set at
AMBITION LEVEL: **1**

This lever allows you to reduce the energy consumption of passenger transport by selecting the ambition level of behavioural choices in 3 areas:

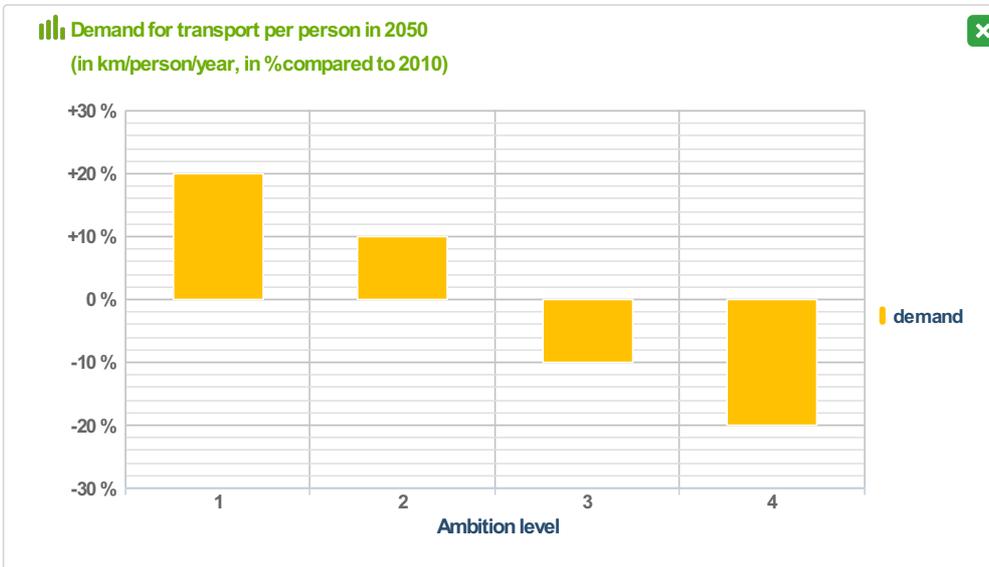
① The demand for transport per person

Reducing the number of kilometres travelled per person (by teleworking, etc.) is one way to reduce the emissions. The higher the chosen level of ambition, the greater the decline in the demand for transport per person will be in 2050.



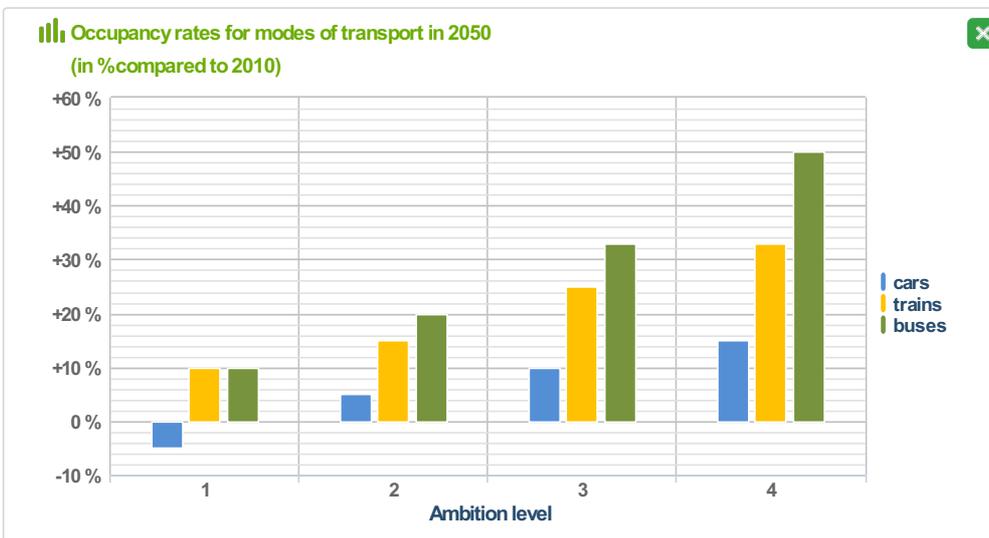
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- ① This lever has no impact on the demand of goods transport. In this tool this demand is linked to the industrial activities (lever 'Industry - Production').
- ② International journeys by plane and ship are not included in this tool: within the international climate negotiations it has been determined that these emissions are not attributed to any particular country.



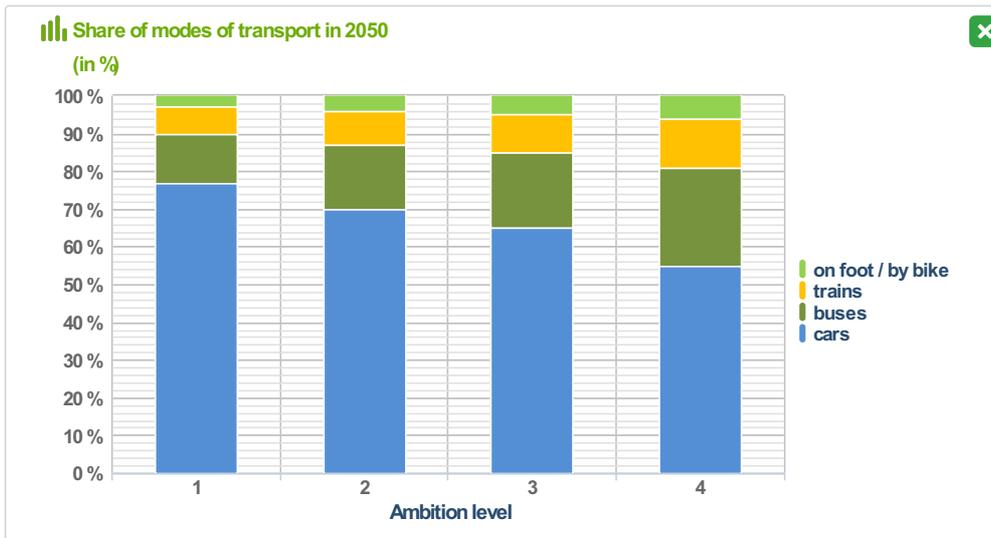
② The occupancy rates for modes of transport

The occupancy rate for modes of transport has an impact on the emissions via the number of vehicles needed to meet the transport demand. The higher the chosen level of ambition, the more car, bus and train occupancy rates will increase in 2050.



③ A shift towards more environmentally friendly modes of passenger transport ('modal shift')

Another way to reduce emissions is to make an informed choice for modes of transport that pollute less, such as **public transport** (tram, train, bus) and **'soft' modes of transport** (on foot or by bike). This lever determines the share of the various modes of passenger transport in 2050.



🔗 Opportunities and challenges

OPPORTUNITIES

- A reduction of greenhouse gas emissions may lead to a reduction of other hazardous substances (particulate matters, NO_x), which is beneficial to the environment and public health.
- More environmentally friendly behavioural choices may also lead to fewer congestions on the Belgian road network.

CHALLENGES

- The reduction of the demand for transport is partly dependent on more efficient spatial planning (e.g. less ribbon development) and embedding economic activities. A comprehensive approach is required.
- A modal shift requires the establishment of the necessary infrastructures and the provision of quality services.