Why shared mobility?

Shared Mobility solutions create more liveable and greener cities. Many cities, transport operators and shared mobility providers have implemented pilots to test these solutions. However, most of the shared mobility pilots were detached from the public mobility system. By cooperating, SMAPE aims to contribute to the main benefits of shared mobility policies, which are:



Access to more travel options (car, e-cargobike, bike, e-bike, e-scooters and e-mopeds, ridesharing, public transport)



Safer and more liveable streets



Lower car dependency and

ownership

Less car use and faster shift to other transport modes



Higher use of sustainable and healthy modes



Reduction of transport

PROJECT PARTNERS



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Shared Mobility Action Programmes Exchange

Improving shared mobility policies to support a shift away from private car use and move towards more sustainable options



Improving Urban Liveability with Shared Mobility

In many cities and regions throughout Europe transport demand is still growing and with that, car use increases, leading to (at least) unchanged emissions and congestion.

Cars still occupy a vast amount of space in cities, affecting liveability. Furthermore, lack of (good) public transport leads to extensive car dependency and potential transport poverty in medium and small cities and in rural areas.

The EU-average number of cars per 1,000 inhabitants grew from 524 in 2016 to 560 in 2020





The SMAPE Project

The Shared Mobility Action Programmes Exchange (SMAPE). The project focuses on integrating shared mobility with public transport and Mobility as a Service, using data for monitoring and policy adjustments, influencing attitude and behaviour, and optimising the mix of mobility modes.

SMAPE will apply an integrated approach to improve or draft shared mobility policies.

Such an approach is the next step in bringing shared mobility solutions to full scale.



What are the goals of SMAPE?

- Utilizing data for informed decisions and sharing between operators and governments.
- Influencing attitudes and roles of authorities and stakeholders.
- Optimizing the mix of mobility modes.
- Creating a regulatory framework for public-private partnerships.
- Managing curbside space.
- Developing policy recommendations for SUMPs.
- Integration with public transport and Mobility as a Service.

