

# CIVITAS

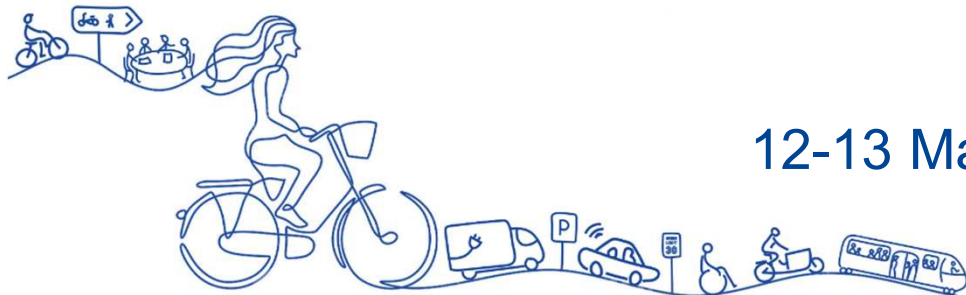
Sustainable and smart mobility for all

2030



## CIVINET.BE | Inclusive Shared Mobility

Shaping resilient, safe and inclusive systems for shared mobility



12-13 May 2026 | Rome, Italy



THE CIVITAS INITIATIVE  
IS CO-FUNDED BY  
THE EUROPEAN UNION

# Trends on Inclusive Shared Mobility

## CIVINET.BE



- **12 % of Belgians used at least 1 shared mobility service in 2024 (bike, car, scooter)**
- **Usage patterns reveal a clear gap:**
  - 18-35 vs +65
  - Digital and physical barriers
- **Strong urban–rural divide**
- **Strong regional divide (FL-BR-WA)**



# Trends on Shared Mobility

## CIVINET.BE - Belgian complexity



### Flanders

- Most mature shared mobility market; **~65% of all shared mobility trips** in Belgium take place in Flanders
- Strong MaaS integration via **Hoppin** platform, but digital divide remains a key challenge
- Rural–urban gap is significant: **80% of adapted vehicles** concentrated in 5 major cities



# Trends on Shared Mobility

## CIVINET.BE - Belgian complexity



### Brussels region

- Highest shared mobility **density per km<sup>2</sup>** in Belgium — diverse offer (Villo!, Dott, Bolt, Cambio, poppy)
- Despite density, **low-income neighbourhoods** show significantly lower uptake — spatial equity remains a challenge
- Strongest performance on **multilingual accessibility** of apps and services (FR/NL/EN)



# Trends on Shared Mobility

## CIVINET.BE - Belgian complexity



### Wallonia

- Least developed shared mobility ecosystem; shared mobility penetration estimated at ~4% vs 12% nationally
- Limited MaaS infrastructure
- **Rural deprivation** is acute: many municipalities lack any shared mobility option, disproportionately affecting older adults and people without a car



# CIVINET's take on Inclusive Shared Mobility

## CIVINET.BE - Perspective Flanders

### Challenges

- Availability and visibility
- Affordability
- (Physical) accessibility
- Adequacy
  - Digital skills
  - Sharing concept
  - Competences



# CIVINET's take on Inclusive Shared Mobility

## CIVINET.BE - Perspective Flanders



### Opportunities

- Recommendations of the Green deal Shared Mobility
- Gfietst.be: platform for shared adapted bikes



# Solutions Deployed in Flanders

Layered strategy with local pilots as key levers for systemic change.

**Solution 1 — Social tariffs eventually integrated in MAAS**

**Solution 2 — Personal coaching and support**

**Solution 3 — Adapted shared vehicles**



# CIVITAS

Sustainable and smart mobility for all

2030



## CIVINET DSR: Inclusive Shared Mobility

Shaping resilient, safe and inclusive systems for shared mobility



12-13 May 2026 | Rome, Italy



THE CIVITAS INITIATIVE  
IS CO-FUNDED BY  
THE EUROPEAN UNION

# Trends on Inclusive Shared Mobility

## German-speaking CIVINET: Carsharing in Germany

- **~43,000 carsharing vehicles in Germany** (source: Bundesverband CarSharing)
- **85% growth in car sharing since 2017 (2 mio to 3,7 mio)**
- **Regional differences or urban vs rural context:**

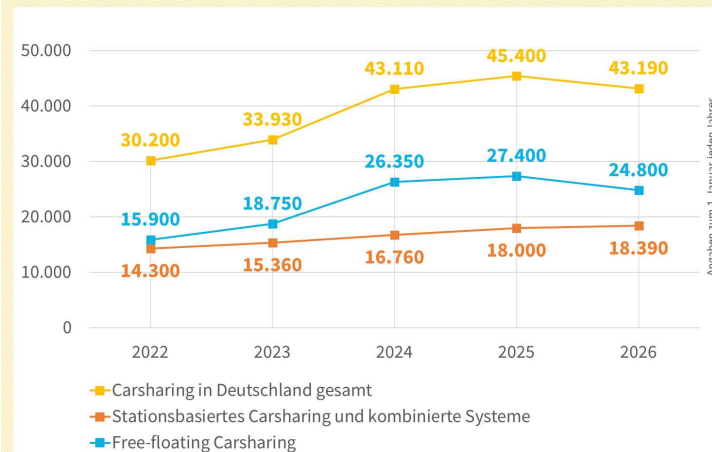
### Gemeinden mit Carsharing-Angebot in Deutschland nach Größe (2026)



Gemeindegröße nach Einwohnenden (EW)	Anzahl Carsharing-Orte	Anteil an allen Gemeinden
Großstädte (ab 100.000 EW)	74	92,5 %
50.000 – 99.999 EW	87	75,7 %
20.000 – 49.999 EW	282	55,2 %
Unter 20.000 EW	1.047	10,4 %
<b>Gesamt</b>	<b>1.490</b>	<b>13,9 %</b>

Stand: 1. Januar 2026, Anzahl alle Gemeinden mit Stand 31.12.2024

### Zahl der Carsharing-Fahrzeuge in Deutschland (2022 – 2026)



# CIVINET's take on Inclusive Shared Mobility

## CIVINET DSR

### Challenges

- Digital access barriers
- Infrastructure gaps
- Geographic inequality

### Opportunities

- Social inclusion benefits
- System-wide network effects

Example: Strong and growing adoption in Bremen: ~30,000+ carsharing users (2025), steady growth over time, shows shared mobility is no longer niche but mainstream



# Solutions Deployed in German-speaking regions

## Inclusive design and infrastructure

### *Integrating diverse mobility needs into Sustainable Urban Mobility Planning*

#### **Solution 1 — Inclusive interfaces**

In Vienna, the WienMobil app improves accessibility by providing real-time transport updates in sign language, with plans to add animated videos for deaf users.

#### **Solution 2 — Inclusive infrastructures**

All underground platforms in the city of Munich are barrier-free, allowing people to use rapid transit throughout the city without requiring assistance or restricting them to particular stations.

#### **Solution 3 — Inclusive vehicles**

In Bremen, the car-sharing provider Cambio includes 60 cargo bikes suitable for transporting children and the city-wide bike-sharing system has a strong focus on districts.

(Source: Inclusive Shared Mobility Planning Guide, Rupprecht Consult-SMALL, 2026.)



# CIVITAS

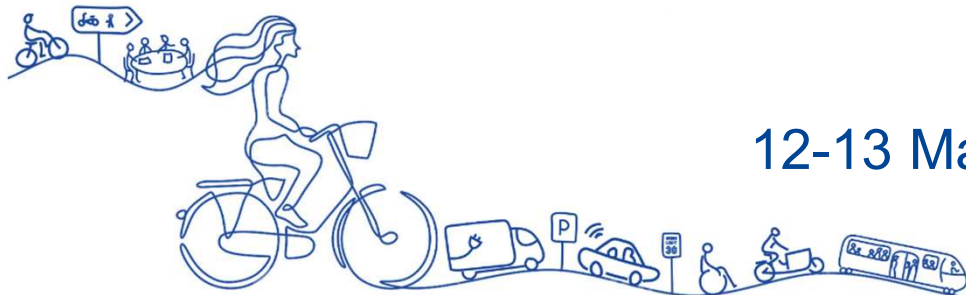
Sustainable and smart mobility for all

2030



## CIVINET Italy: Inclusive Shared Mobility

Shaping resilient, safe and inclusive systems for shared mobility



12-13 May 2026 | Rome, Italy



THE CIVITAS INITIATIVE  
IS CO-FUNDED BY  
THE EUROPEAN UNION

# Trends on Inclusive Shared Mobility

## CIVINET / Italy



- In 2025 the share of shared mobility in Italy is rather low (0.01-0.02% in term of pkm and 2-3% in terms of movements)
- Uneven presence, mainly in bigger cities (Rome, Milan) and Centre-North regions
- In 2025, decreasing trend in terms of number of services (-26% compared to 2022), and number of operating vehicles (-15% compared to 2022)
- On the other hand, positive trend in carpooling (at company level), with +40% compared to 2022

*Sources: Osservatorio Sharing Mobility 2025, Ministry of Transport and Infrastructures*



# CIVINET's take on Inclusive Shared Mobility

## CIVINET / Italy



### Challenges & Opportunities

- Low magnitude. For example, in 2024 Paris bike sharing rentals were equal to all the Italian ones
- Cultural barriers. For example, private car still considered an asset, i.e., more freedom, etc.)
- Delays in legislative framework. For example, lack of incentives for carpooling (compared to France)
- But...market consolidation might leave the room to more efficient operators.
- Efforts in the direction of infrastructure investment (e.g., in Rome), where more cycle paths might improve supply and demand in the future.



# Solutions deployed in Ginosa

*Municipality of Ginosa (Apulia Region, 22,000 inh., PUMS approved in 2023)*

**Solution 1 — Pedibus (testing with 50 children with 4 pathways; 50 cars avoided)**

**Solution 2 — Coastal landscape (4,5 km of new cycling and walking pathways)**

**Solution 3 — e-bike sharing (testing with 25 e-bikes and 6 stations)**



# CIVITAS

Sustainable and smart mobility for all

2030



## CIVINET Czech and Slovak Republics: Inclusive Shared Mobility

Shaping resilient, safe and inclusive systems for shared mobility

12-13 May 2026 | Rome, Italy



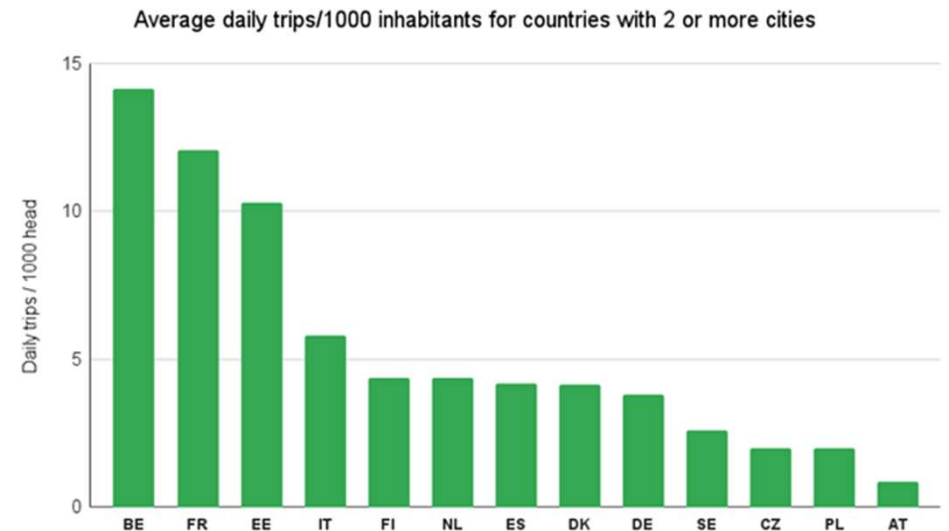
THE CIVITAS INITIATIVE  
IS CO-FUNDED BY  
THE EUROPEAN UNION

# Trends on Inclusive Shared Mobility

## CIVINET Czech and Slovak Republics



- ~2–5% of total trips, bike-sharing growing fastest
- ~3.7M bike-share rentals (Nextbike, 2025), stable year-on-year growth
- **Barriers: pricing, safety, limited station networks**
- **More popular in Czech cities**
- ~ > 80% services in large cities, rural access near zero



Source: *Cycling Industries Europe Report, 2024*

# CIVINET's take on Inclusive Shared Mobility

## CIVINET Czech and Slovak Republics

### Challenges & Opportunities

- Fleets not adapted for people with reduced mobility, older adults, or children
- Older populations often excluded due to app-only systems
- Policy fragmentation across cities and reliance on subsidies slow scaling and integration
- Opportunities: growth of e-bikes; increasing regional support



# Solutions Deployed in Czech Regional Cities

## Three approaches to to improving shared mobility access

*Cities are expanding shared mobility through scaling infrastructure, improving affordability and ensuring service continuity.*

### Strong city-wide bike-sharing coverage

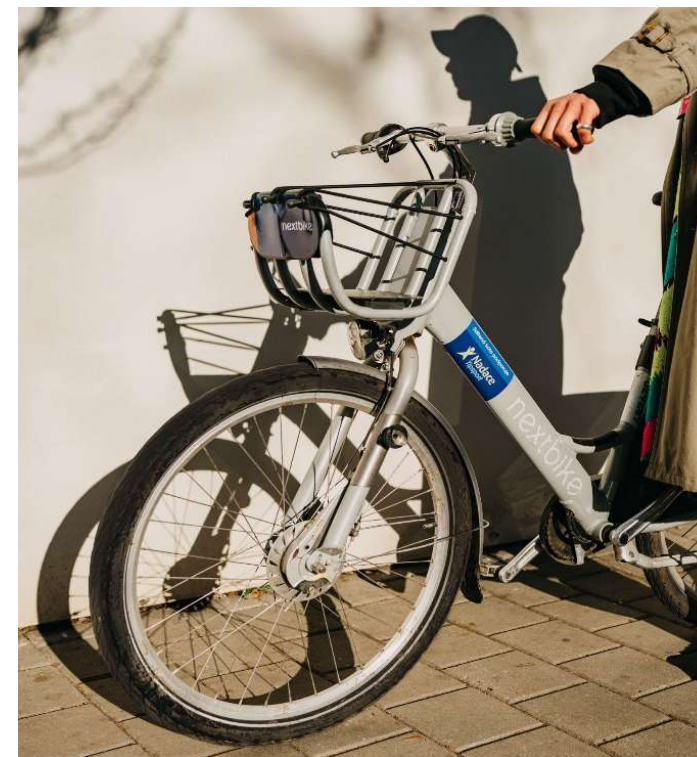
Stations across key urban and transit locations (Kladno, Jihlava, Olomouc)

### Affordable and locally funded schemes

Subsidised e-bike monthly passes (~ 12 €) in Kladno

### Seamless switch to new bike-sharing operator

Keeping stations, pricing and availability (Jihlava)



# CIVITAS

Sustainable and smart mobility for all

2030



## CIVINET Greece-Cyprus: Inclusive Shared Mobility

Shaping resilient, safe and inclusive systems for shared mobility

12-13 May 2026 | Rome, Italy



THE CIVITAS INITIATIVE  
IS CO-FUNDED BY  
THE EUROPEAN UNION

# Trends on Inclusive Shared Mobility

CIVINET Greece-Cyprus & Municipality of Chania, Crete



- **Growing use of e-mobility and shared mobility services**
- **Strong mobility pressure in tourist and historic cities**
- **Increasing focus on accessibility and public space**
- **Safety and digital inclusion remain key challenges**
- **Chania piloting integrated mobility solutions**



# CIVINET's take on Inclusive Shared Mobility

## CIVINET Greece-Cyprus & Municipality of Chania, Crete

### Challenges

- Seasonal congestion and limited urban space
- Accessibility gaps for vulnerable users
- Fragmented mobility behaviour and car dependency
- Digital barriers in shared mobility access

### Opportunities

Integrated approaches combining mobility, public space and citizen engagement



# Solutions Deployed in Chania, Crete

**Solution 1 — E-bike sharing & electric mobility**

**Solution 2 — Park & Ride with electric buses**

**Solution 3 — “Move It Now”, citizen engagement initiative**



# CIVITAS

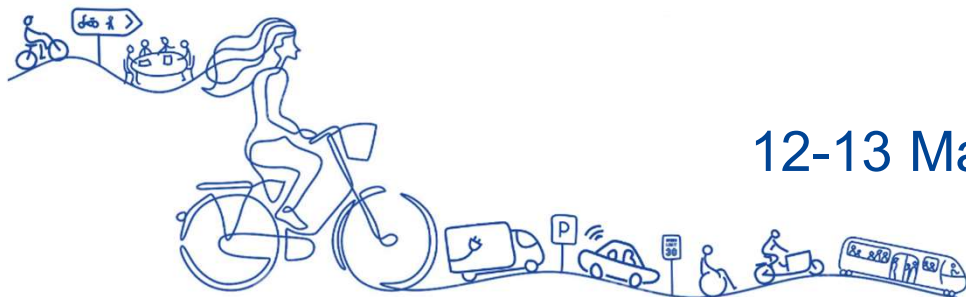
Sustainable and smart mobility for all

2030



## CIVINET Poland: Inclusive Shared Mobility

Shaping resilient, safe and inclusive systems for shared mobility



12-13 May 2026 | Rome, Italy



THE CIVITAS INITIATIVE  
IS CO-FUNDED BY  
THE EUROPEAN UNION

# Trends on Inclusive Shared Mobility

CIVINET Poland / City of Gdańsk



- **PL: % varies, higher penetration in big cities and metropolitan areas; GD: shared mobility accounts for ~5–8% of urban trips**
- **PL: predominantly young adults; occasional trips, last-mile, leisure; bike sharing most common; GD: residents aged 20–45, living in areas with good cycling infrastructure, students, employees (services/IT/creative sectors); ↑n° of occasional users,**
- **City centre <-> peripheral district**
- **PL: car ownership culture; cost sensitivity; service reliability**
- **PL: shared mobility still rather a supplement, with low impact on reducing car ownership; GD: growing (slowly but steady) public acceptance of new mobility approach policies**




# CIVINET's take on Inclusive Shared Mobility

## CIVINET Poland / City of Gdańsk

### Challenges & Opportunities

- Limited availability of shared mobility options adapted for people with disabilities
- Strong reliance on smartphone apps, digital payments and user accounts creates barriers for many users
- Still many physical barriers in streets for people with special needs.
- Opportunity or positive trend: Gdańsk's strategic goals and values are built on pedestrian-first principle and openness and accessibility for all.



**Transport GZM Metrorower** Poznaj Metrorower Regulamin Kontakt

Rejestracja Moje konto


### Największy system rowerów miejskich w Polsce!

Podróżuj Metrorowerem po Górnośląsko-Zagłębiowskiej Metropolii. Posiadacze biletów średnio- lub długookresowych w systemie Transport GZM, mogą korzystać z Metroroweru przez 60 minut dziennie, bez dodatkowych opłat.

#### Veturilo – join the cycling community

**Use Veturilo public bikes in Warsaw.** It's a proven system featuring the latest bike models. Rent them easily through a modern mobile app and join the community of satisfied users. See you on the bike paths!

SEE MORE



# Solutions Deployed in Gdańsk

## *Openness and inclusivity in mobility solutions*

**Solution 1 — Implementation of MEVO metropolitan bike sharing system across Gdańsk and the metropolitan area**

**Solution 2 — Transformation of public spaces for better accessibility and friendliness towards active models of travel**

**Solution 3 — Policy focus on pedestrian-first approach, accessibility and user diversity**



# CIVITAS

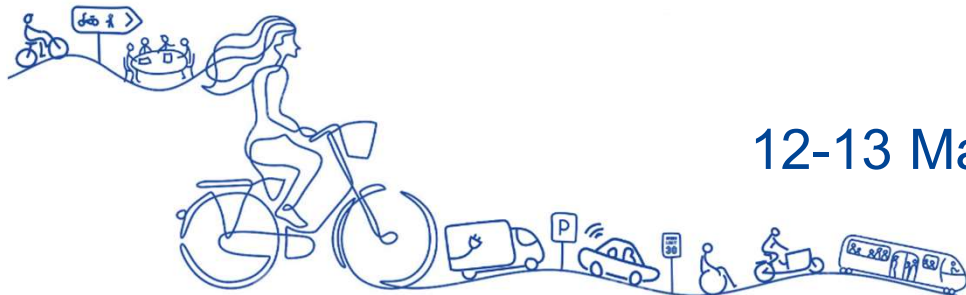
Sustainable and smart mobility for all

2030



## CIVINET ROMANIA: Inclusive Shared Mobility

Shaping resilient, safe and inclusive systems for shared mobility



12-13 May 2026 | Rome, Italy



THE CIVITAS INITIATIVE  
IS CO-FUNDED BY  
THE EUROPEAN UNION

# Trends on Inclusive Shared Mobility

## CIVINET ROMANIA



- Shared mobility is gathering momentum
- Uber, Bolt, Blue – main actors on motorised shared\* mobility
- Shared active mobility options only available\*\* in central urban areas —city centres and key attractors (universities, hospitals, shopping areas)

\* when was the last time you actually shared it?

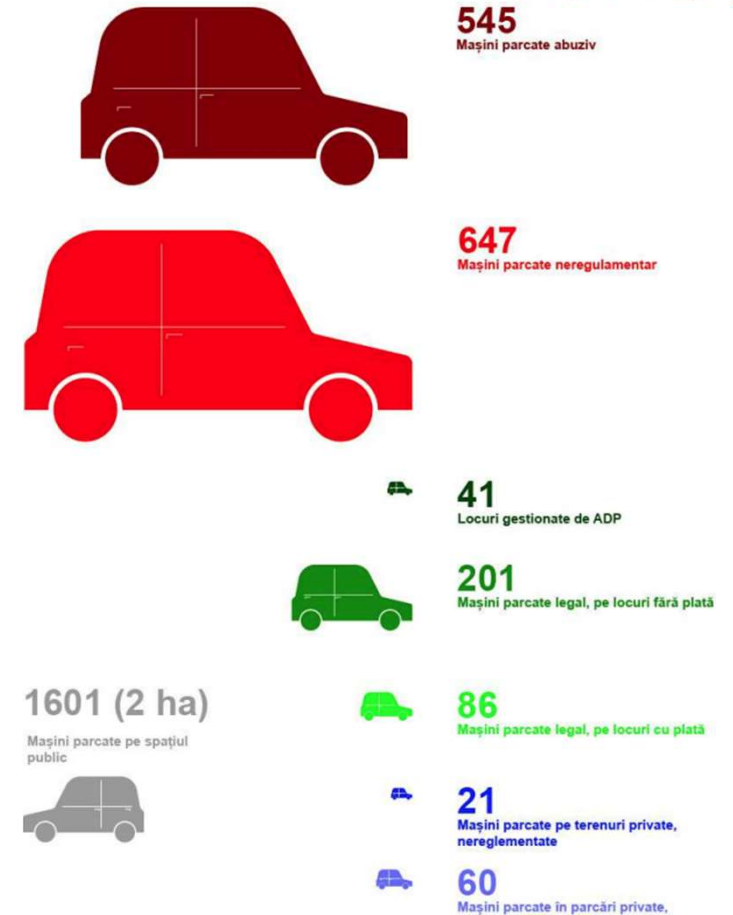
\*\*does not always mean accessible, too

The screenshot shows a webpage from Interreg Europe. At the top, there is a navigation bar with 'Interreg Europe' and 'Go-funded by the European Union' on the left, and search, help, and account options on the right. Below the navigation is a green banner for 'SMAPE'. The main content area features a news article titled 'Bucharest gathers stakeholders to discuss shared mobility' dated 14 February 2024. The article includes a sub-section 'Policy Instruments' with the title 'Bucharest-Ilfov Regional Operational Program' and a list of 'Key Strategies' such as 'Promote sustainable multimodal urban mobility' and 'Advocate for shared mobility as a sustainable and practical alternative to private car usage'. An image of yellow shared bicycles is visible on the right side of the article.

# Trends on Inclusive Shared Mobility

## CIVINET ROMANIA

- The Urban Mobility Law (155/2023) - authorities can reduce traffic lane widths to 2.75m to enable space reallocation to pedestrians, bicycles or public transport
- Peripheral neighbourhoods and commuter zones remain underserved.



# CIVINET's take on Inclusive Shared Mobility

## CIVINET ROMANIA

### Challenges & Opportunities

- Shared mobility not mainstream in policy, transport planning and traffic/ road engineering
- Inclusivity principles are lacking, both in terms of availability (DRT for low income/ sparse communities) and accessibility (mobility/ visual impairments)
- Funding was accessed by numerous authorities post-Covid – results pending!

**Opportunity:** fix (perceived) car dependency and boost measures for those who depend on public transport/ shared mobility solutions



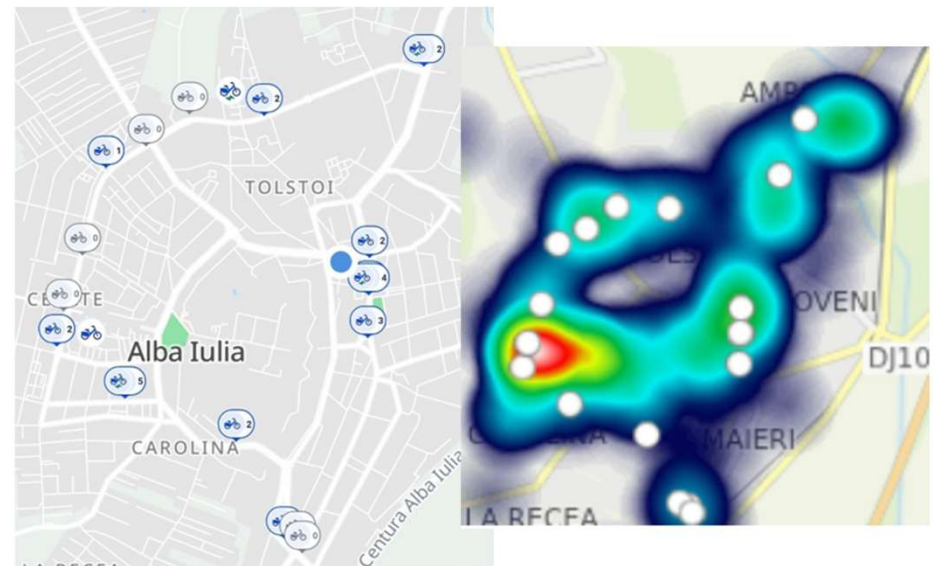
# Solutions deployed in Romania

*Focus: public policy, governance, infrastructure, and behaviour change*

**Alba Iulia → Shared bikes (since March 2026, 300 bikes, 18 sites), TM → 215,000 rentals in 2024–2025**

**Alba Iulia — recent multi-modal focus for the transport system and M100 boosting shared micro- and smart-mobility solutions**

**Solution 3 — Defensive Pedal app trial (multiple sites, incl. Alba Iulia)**



Date	Year	Month	Day
# Rented	Ø Usage Rate	Σ Rental Time	Ø Rental Time
<b>20.386</b>	<b>5,03</b>	<b>740K min</b>	<b>36,28min</b>
Calendar week	Rental system ID / Name	City ID / Name	bike type
Ø Rental Distance	Σ A->B Rides	Σ A->A Rides	~Σ CO <sub>2</sub> Saved
<b>1,34km</b>	<b>13.476</b>	<b>6.910</b>	<b>511.477 kg</b>

# Solutions (that could be) deployed in Romania

## The Art of Possible: Social Climate Fund

*MaaS (Mobility as a Service) Platform, to include\*:*

### Ride-Sharing School:

- bus seat reservations
- lists of pupils enrolled on the route
- notifications to parents
- traffic priority (through integration with the traffic management system)

Transport on Demand for all modes of local transportation, bicycles (inclusive cargo-bikes) and assisted walking.



Transportation Research Part A: Policy and Practice

Volume 178, December 2023, 103837



## Demand-responsive transport for students in rural areas: A case study in Vulkaneifel, Germany

TRANSPORT FOR ALL  
Can I have  
**3**  
of these  
.....  
in each county,  
please?



\*not just the easy wins

# CIVITAS

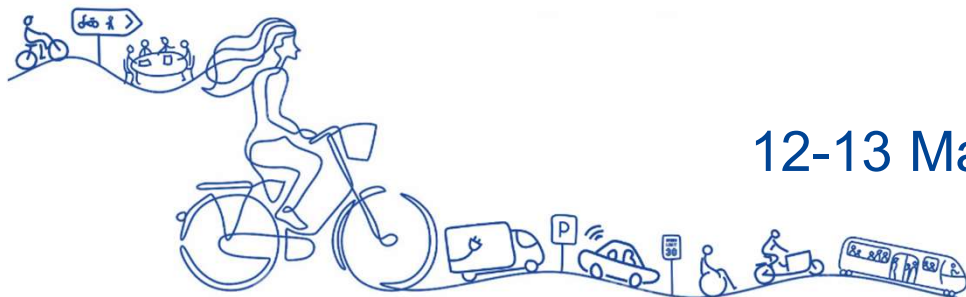
Sustainable and smart mobility for all

2030



## CIVINET Ukraine: Inclusive Shared Mobility

Shaping resilient, safe and inclusive systems for shared mobility



12-13 May 2026 | Rome, Italy



THE CIVITAS INITIATIVE  
IS CO-FUNDED BY  
THE EUROPEAN UNION

# Trends on Inclusive Shared Mobility

## [CIVINET Ukraine / Ukraine overview]



- **1-8% of shared mobility, mainly e-scooters (seasonal)**
- **Typical use cases:** first/last mile trips, short urban trips (1–5 km), occasional replacement for taxis. Frequency: irregular usage dominates, daily users remain a minority
- **Types:**
  1. **Carsharing** - Operators: Getmancar, Bolt Drive. **Operational in only 3 cities.**
  2. **Micromobility (dominant segment)** - E-scooters (Bolt, Jet, Scroll historically) - operational in over 30 cities; Bike sharing (**BikeNow, NextBike**) - **operational in 6 cities.**
  3. **Ride-hailing** - Operators: Bolt, Uber, Uklon. **Uklon inclusive in 3 cities.**
  4. **Emerging / niche** - Corporate or institutional fleet sharing; Humanitarian bike-sharing initiatives - **Bikes for Ukraine**
- **Usage Patterns:** young professionals (18–40), students, digitally active population, delivery workers (partially)



# Trends on Inclusive Shared Mobility

## [CIVINET Ukraine / Chernihiv]



- **Size - 79 km<sup>2</sup>/ 283 000 inhabitants**
- **15% own bike + 8%(taxi)/ 24% on foot**
- **Age 25-44 y.o./ 70% woman and 30% men**
- **87% own a personal bicycle / only 8.7% - other micro mobility**
- **Bicycle infrastructure development plan enforced with a plan of 500 shared bikes and 500 shared e-scooters by 2045**
- **52 km of bike lanes/ plan of 335 km by 2035**
- **No micro mobility sharing**



# Trends on Inclusive Shared Mobility

## [CIVINET Ukraine / Uzhhorod]



- **Size - 65km<sup>2</sup> / 115 000 inhabitants**
- **Age 18-40 y.o./ 61% owns a bike or other micro mobility**
- **2-4% of daily urban trips by shared mobility - btw 2-5km.**
- **3 e-scooter sharing services across the city**
- **Only 10km of bike lanes**
- **EuroVelo 11 pass through the city**



# CIVINET's take on Inclusive Shared Mobility

## [CIVINET Ukraine / overview - Challenges and opportunities]



### Urban vs Rural

- Urban: services present (Kyiv, Lviv, Odesa)
- Rural: **almost no shared mobility**
- increased need for: flexible transport, humanitarian logistics

### West vs East

- Western Ukraine: more stable services
- Eastern/frontline regions: disrupted or absent
- bicycles as emergency mobility

### Overall

- reduced investment capacity
- increased operational risks

# CIVINET's take on Inclusive Shared Mobility

## [CIVINET Ukraine / Chernihiv]

## Challenges & Opportunities

### Challenges:

- War-related infrastructure damage and safety concerns
- Limited investment and operator presence
- Lack of dedicated micromobility infrastructure
- Lower purchasing power and reduced mobility demand

### Opportunities:

- Reconstruction creates opportunities for sustainable mobility planning
- Potential for integrating shared mobility with public transport
- Growing interest in flexible and low-cost mobility solutions
- Support from international recovery and urban mobility programmes



# CIVINET's take on Inclusive Shared Mobility

## [CIVINET Ukraine / Uzhhorod]

## Challenges & Opportunities

### Challenges:

- limited barrier-free infrastructure,
- insufficient inclusive mobility solutions for elderly users and persons with disabilities.
- Cycling infrastructure remains fragmented despite growing demand for alternative mobility.
- Limited municipal investment capacity due to wartime pressures and infrastructure needs.

### Opportunities:

- compact city structure allows many daily trips within 15–20 minutes by bicycle,
- increasing interest in green and climate-resilient mobility projects through EU cooperation.



# Solutions Deployed in [Chernihiv / Uzhhorod] [Innovations]

Solution 1 – Resiliency

Solution 2 – SUMP/ Bicycle development plan

Solution 3 – Safety and

Solution 3 – Accessibility



# CIVITAS

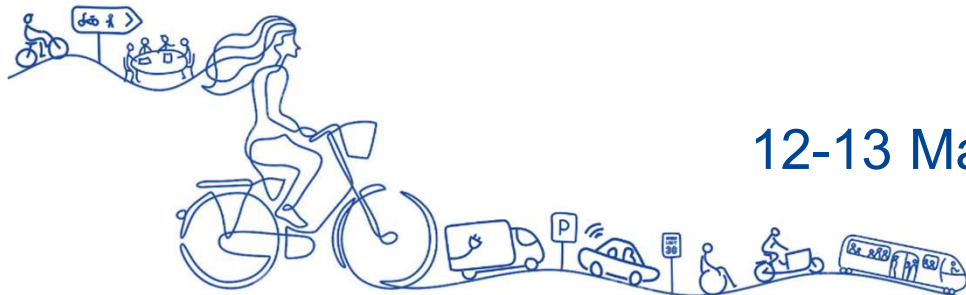
Sustainable and smart mobility for all

2030



## Magyar CIVINET: Inclusive Shared Mobility

Shaping resilient, safe and inclusive systems for shared mobility



12-13 May 2026 | Rome, Italy



THE CIVITAS INITIATIVE  
IS CO-FUNDED BY  
THE EUROPEAN UNION

# Trends on Inclusive Shared Mobility

## Magyar CIVINET / Hungary



- **No exact (country-wide) data of usage: low (under 5%) share of modal split**
- **Shared mobility:**
  - Scooter is the most widespread ~20-25 cities
  - Bike: 12-15 cities
  - Car: only in Budapest and its agglomeration (except for ride-sharing)
- **Key insight on usage patterns: Budapest – representative survey**
  - User profiles: men, higher education/income, 18-39 years old
  - Frequency: several times a month or less
  - Barriers for CS: financial, liability, unavailability
- **Bigger cities & touristic regions have shared mobility services**

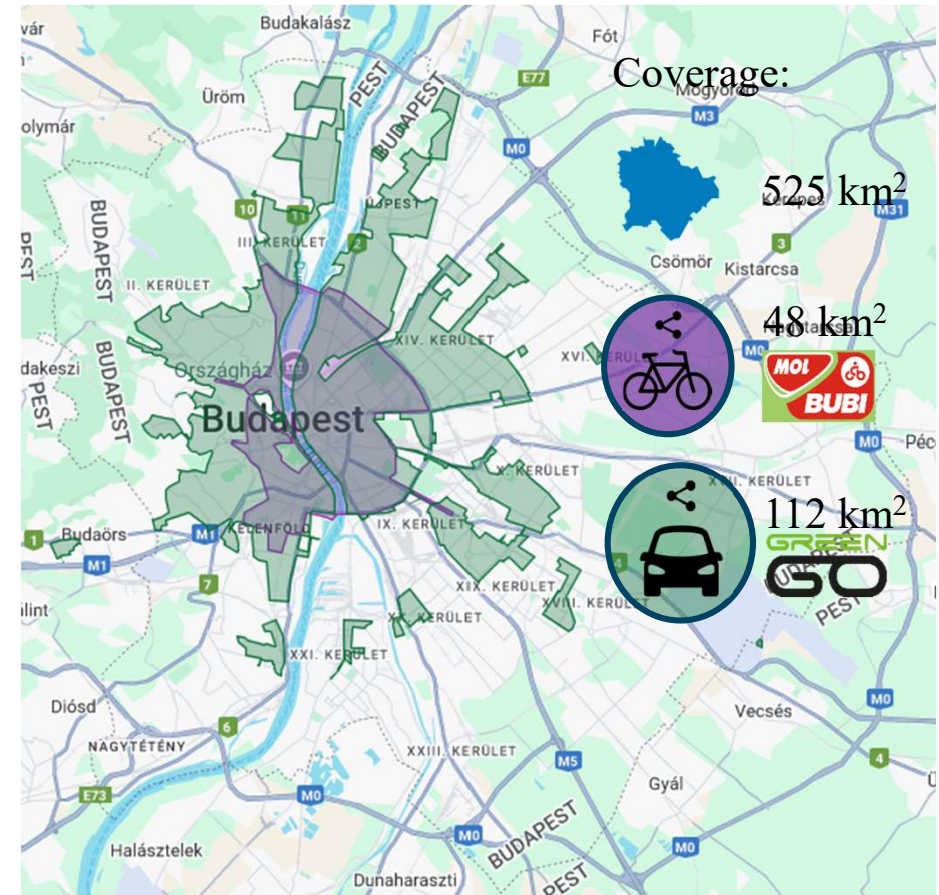


# CIVINET's take on Inclusive Shared Mobility

## Magyar CIVINET / Hungary

### Challenges & Opportunities

- e-bikes & e-scooters are increasingly available
- regional differences: poorer regions are excluded, but even in Budapest the shared services are more used by people with higher socio-economic status
- national policies do not incentivize shared mobility



# Solutions Deployed in Budapest / Hungary

## Solutions and policy recommendations

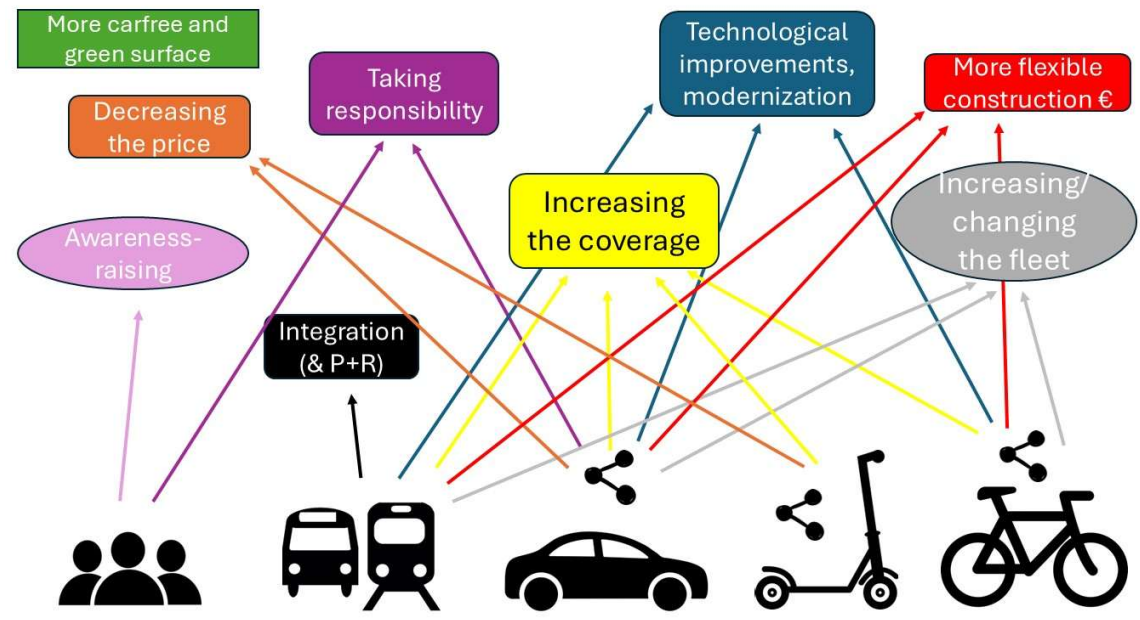
**Solution 1 — Budapest: Subsidized pass during COVID**

**Policy recommendations — amending the Road Code & insuring safe cycling**

*Research-based recommendations:*

**Policy recommendations — targeted campaigns for women, low-income users**

**Policy recommendations — multimodality**



# CIVITAS

Sustainable and smart mobility for all

2030



## CIVINET Iberia: Inclusive Shared Mobility

Shaping resilient, safe and inclusive systems for shared mobility



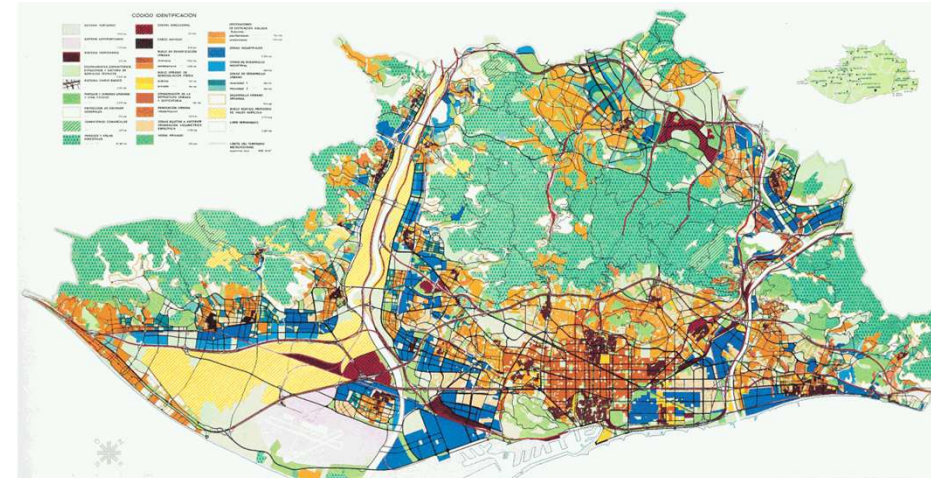
12-13 May 2026 | Rome, Italy



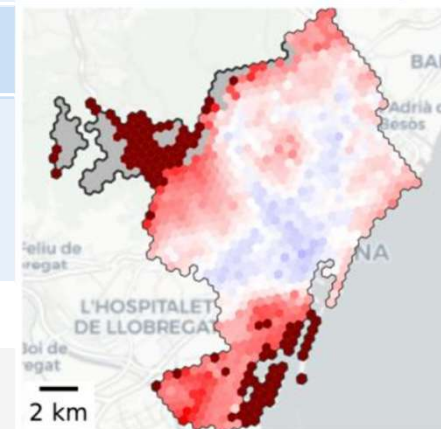
THE CIVITAS INITIATIVE  
IS CO-FUNDED BY  
THE EUROPEAN UNION

# Trends on Inclusive Shared Mobility [CIVINET Iberia / Barcelona Metro Area]

36 municipalities  
3.4 million inhabitants  
636 km<sup>2</sup>



% Shared Mobility	Sustainable transport as a whole: 67.5% (Public transport: 18.2% ▲ ) Private vehicle fallen into 32.5% ▼ lowest in 5 years 1/4 bikes riding in the city is a shared one (Bicing) – 50k daily trips (17.5% increas)
Usage patterns	As women use more sustainable transport overall, bike-sharing more male-skewed Decrease of inequalities as new introduced e-bikes reduces topographic barriers
Urban vs rural context	Car Dependency Index increase as moving away from inner-city
Barrier-free transport	56% of people with disabilities reported barriers accessing inter-urban bus services in 2023. Anyone living more than 400 metres from an adapted stop is considered unserved



# CIVINET's take on Inclusive Shared Mobility

## [CIVINET Iberia / Barcelona Metro Area]

### Challenges

- **Digital exclusion:** On-demand services require app booking, excluding older and disabled users, the most car-dependent in outer municipalities
- **Fragmented regulation:** 8 private operators under different accessibility standards create an inconsistent experience.
- **Gender and safety barriers:** 60%+ of reported disable mobility rights violations were experienced by women, concentrated in peri-urban areas and off-peak hours

### Opportunities

- **New Mobility Plan** sets accessibility targets and aims shift 250,000 work trips from private vehicles, opening space for inclusive shared mobility.
- **Metropolitan shared-bike:** as last mile connector, with 236 stations (and growing) located near high-demand public transport stops.
- **Bicibox** safe bike parking, covering 31 municipalities with over 3,000 spaces

# Solutions Deployed in Barcelona Metro Area

## [e.g. Three approaches to inclusive shared mobility]

*Expanding inclusive infrastructure across the peri-urban ring*

**Solution 1** — DRT ready to scale: Accessible on-demand bus ridership grew 25% in second-ring municipalities in 2024, making the case for expanding the model.

**Solution 2** — Metropolitan shared-bike as last-mile connector, 236 stations (and growing) located near high-demand PT stops.

**Solution 3** — Bicibox safe bike parking, covering 31 municipalities with over 3,000 spaces



# CIVITAS

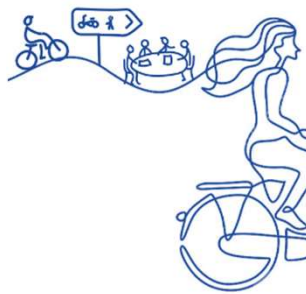
Sustainable and smart mobility for all

2030



## CIVINET Slo-Cro-SEE: Inclusive Shared Mobility

Shaping resilient, safe and inclusive systems for shared mobility



12-13 May 2026 | Rome, Italy



THE CIVITAS INITIATIVE  
IS CO-FUNDED BY  
THE EUROPEAN UNION

# Trends on Inclusive Shared Mobility

## CIVINET – Slovenia-Croatia-SouthEastEurope



- **% of shared mobility in the region –**
  - n.a. / positive example Zagreb and Ljubljana Bajs, Bicikelj, Nomago, Avant2Go
- **Key insight on usage patterns**
  - Bajs: Top locations are squares and students' dormitories
- **Regional differences or urban vs rural context**

Different approach to the contractual obligations, lower service levels



# CIVINET's take on Inclusive Shared Mobility

## [CIVINET – Slovenia-Croatia-SouthEastEurope]

### Challenges & Opportunities

- Key challenge 1 – administrative constraints lead to lack of developed mobility sharing services especially in rural areas
- Key challenge 2 - low awareness of the importance of shared mobility
- Key challenge 3 – financial constraints due to no standardized funding solutions
- Opportunity – if developed properly, high acceptance level from the wider population (Bajs/Bicikelj), enables further development (cargo bikes, e-bikes)



# Solutions Deployed in Zagreb and Ljubljana / CIVINET Slo-Cro-SEE

*Brief context: Different service levels and organizational approach in different cities*

**Bajs: 2000 bikes, 409 245 rentals; 90 273 register users; 9 500 000 total minutes usage; 23,21 av. time usage**

**Bicikelj: introduced 2011; 1 hour free; 3 eur/annually;**

**Nomago: new e-bike service; different solution in Ljubljana, different in 20 municipalities**



# CIVITAS

Sustainable and smart mobility for all

2030



## CIVINET Netherlands: Inclusive Shared Mobility

Shaping resilient, safe and inclusive systems for shared mobility

12-13 May 2026 | Rome, Italy



THE CIVITAS INITIATIVE  
IS CO-FUNDED BY  
THE EUROPEAN UNION

# Trends on Inclusive Shared Mobility

## The Netherlands



- **1-2% of shared mobility in the Netherlands**
- **10 – 15% has ever used shared mobility - in cities G4: 25-30%**
- **OV-fiets (public transport bike): 22.000 bikes at 300 stations. Usage 900k cardholders, 5.9 million trips per year.**



# CIVINET's take on Inclusive Shared Mobility

## The Netherlands



### Challenges & Opportunities

- challenge to keep elderly (60+) people cycling  
-> program: Doortrappen – Keep cycling
- challenge to get elderly (60+) and disabled people in public transport: public transport is ready – people are not (YET)
- Within Regional and City government there is an open view on getting everybody included.



# Solutions Deployed in Brabant

## Three approaches to inclusive shared mobility

*The region of Brabant is one of the 12 regions in the Netherlands.*

**Solution 1 — Regional hubs (40) in West Brabant to have smooth transition: e.g. shared bikes, carsharing and PT**

**Solution 2 — Regional funds for projects and realisation of inclusive shared mobility**

**Solution 3 — AUTOmaatje – solution for inclusive shared mobility – paid volunteers give rides to people without a car.**

