

## General information

<b>Title</b>	BeMoR net – study into the feasibility of a forum for scientific consultation on Belgian transport and mobility research.					
<b>Acronym</b>	BeMoR net					
<b>Web site</b>	Internet address					
<b>Language</b>	<u>Dutch / French / English</u>	<b>Summary</b>	<u>Dutch / French / English</u>			
<b>Study area</b>	Belgium					
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<b>Partners</b>	n.a.					
<b>Steering group</b>	Belgian Federal Science Policy Office, Belgian Federal Mobility and Transport Office, Belgian Federal Economics Office, Belgian Federal Sustainable Development Office, Ministry of the Walloon Region (MRW), Walloon Ministry of Equipment and Transport (MET), Flemish Department of Mobility and Public Works (MOW); Flemish Department of Economics, Science and Innovation (EWI), Mobiris, Belgian Federal Planning Office, BRRC					
<b>Starting date</b>	March 2007					
<b>Completion date</b>	June 2008					
<b>Status</b>	Research in progress					
<b>Publication date</b>	June 2008					
<b>Availability</b>	<u>Document fully downloadable</u> / limited information available / <u>to be ordered from the contractor</u> / <u>to be ordered from the client</u> / limited cost / .....					
<b>Information carrier</b>	Paper / CD-ROM / pdf / Word					

BeMoR net is a forum for scientific consultation on Belgian transport and mobility research.

The forum centralizes information at the Belgian level and brings people closer together for participation in European research.

## Summary sheet

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## Contents

## Background

The *BeMoR net* feasibility study investigates the usefulness of setting up a forum for scientific consultation on Belgian transport and mobility research. Bilateral interviews are conducted to explore the most appropriate orientation for such a platform. Several findings have prompted this study, including:

- the lagging participation of Belgian scientists in international research;
- the limited involvement of Belgium in establishing the European research agenda;
- the scattered availability of research results in the field of mobility and transport;
- the fact that transport and mobility research is reactive rather than based on strategic vision.

## Methodology

With the objectives set and the scope defined for the forum, the relevant policy and research organizations were interviewed using a standardized questionnaire. This **bilateral and neutral approach** made it possible to obtain relevant information on the organizations themselves and their topics of concern in the field of mobility and transport. In addition, the needs for a scientific forum on mobility and transport were surveyed. Concurrently with the interviews, desktop research was conducted on the organizations on the one hand and forums and metadata banks on the other.

The collected information was streamlined into interim conclusions and discussed with the **monitoring committee**. After that, scenarios were built for the forum, as it can be developed in different ways depending on the level of ambition. The scenarios were submitted to the actors interviewed in the previous stage, together with two plain questions:

- 1) Which is the **preferred scenario** for your organization?
- 2) Is your organization ready to **participate**? (in terms of time only, or also financially?)

This second consultation round was discussed with the monitoring committee. A synthesis of (present and past) initiatives to centralize information (metadata or forum) was examined as well. With the collected information a final document was drafted, in which the contractor makes a proposal for a preferred scenario.

## Results

- Survey of Belgian organizations involved in mobility and transport: overview diagrams, data bank in Excel, example sheet.
- Survey of international institutions holding out opportunities for research in the relevant area: overview diagrams.
- Survey of research: data bank in Excel – under construction, example sheet.
- View on metadata banks / forums: survey of present initiatives, survey of past initiatives.



## Conclusions & counsel needed

The feasibility study has yielded a survey of the area of mobility and transport, in terms of both scope and organizations involved. This survey is important with a view to a correct implementation of the forum. Such a survey can provide a basis for a strategic vision, which may be helpful for all parties involved in research (the organizations defining policies and tendering research as well as those actually conducting research).

One important conclusion is that there is **no marked preference** for one of the scenarios that were built. It has been recommended to work with by an evolutive scenario, i.e., defining a final scheme from the outset and working towards it in the course of years. This obviously requires commitments or at least intentions to support *BeMoR net* with enthusiasm for several years, without interference of political colour.

In the opinion of BRRC, the **preferred evolutive scenario** for *BeMoR net* should be built on the following basic principles:

- a scenario which offers clear surveys;
- a scenario which stimulates participation in international research;
- a scenario which is more than just an informative tool;
- a scenario which implements the five quality aspects (completeness, continuity, accessibility, attractiveness, participation);
- a scenario in which communication takes up a major part;
- a scenario which goes along with existing structures and fits within future policy plans.

A few **underlying reasons** for setting up a forum on these principles are:

- the lack of a structural opportunity to discuss mobility and transport issues, linked to strategic government policy. Strategic research into mobility and transport deserves attention commensurate with its importance in day-to-day life;
- the image of Belgium within the European research world can be strengthened. The participation of Belgian researchers in European research is still subject to improvement;
- mobility and transport forums operate properly in our neighbour countries. They stimulate dialogue. This should be possible in Belgium as well;
- building a metadata bank is useful to further increase knowledge across the regional borders. However, a metadata bank is not enough to stimulate dialogue; a forum has additional advantages.

**General starting points** for a *BeMoR net* forum along the lines of the preferred scenario:

- the forum is developed on a structural basis;
- it is recommended to have the initiative supported by both the federal government and the three regions.

## Continuation

Good preparation is essential in setting up such a platform. The present BeMoR feasibility study is a part of that. However, several further steps are needed to set up the forum in accordance with the preferred scenario described above. A possible scenario which takes ample time and allows for the integration of *BeMoR net* with the mobility and transport section of the Federal Plan for Sustainable Development 2009-2012 is described below.

### Second half of 2008

- Feedback of the results of the study and of possible continuation to the interviewees.
- A political decision based on important considerations such as finance, context (Octopus consultation / federal government / state reform), and the option to go ahead with a forum and support it for several years
- Consultation on continuation and the share-out of tasks, between parties willing to contribute financially.
- Procedure for the approval of the draft Federal Plan for Sustainable Development 2009-2012.

### Year 2009

- Launching of *BeMoR net*: start-up year.
- Procedure for defining a strategic vision: to be developed by the Belgian Federal Mobility and Transport Office in consultation with the parties involved, and integration of *BeMoR net*.

### Year 2010

- *BeMoR net* speeding up:
  - o functional metadata bank;
  - o monitoring of opportunities for research at the international level;
  - o defining long-term visions as one of the implementations of the draft Federal Plan for Sustainable Development 2009-2012;
  - o mobility forum.

### Years 2011 / 2012 / 2013

- *BeMoR net* at cruising speed:
  - o metadata bank increasingly used;
  - o monitoring of opportunities for research at the international level;
  - o long-term visions:
    - continuation for the long-term vision 2012;
    - arrangements for monitoring in keeping with the adaptation of the long-term vision (2020 / 2030 / 2040 / 2050);
  - o possibly a first thematic forum as a further development of thematic discussions.