

REPORT **2025**

# SHARED MOBILITY IN BELGIUM

# SUMMARY

## NEW HEIGHTS FOR SHARED MOBILITY IN BELGIUM

Collectively, Belgians made **more than 33 million trips using shared bicycles and scooters** in 2025. The number of active users of shared bicycles and shared scooters rose to 2.5 million, while car sharing also continues to grow.

Strikingly, **in many segments, use is rising faster than supply**. For shared scooters, the number of vehicles actually fell by 35% while the number of trips increased by 21%. This increase in efficiency shows that shared mobility is becoming more mature: fewer vehicles on the road, but more people using them. With 6.5 shared cars per 10,000 inhabitants, Belgium has also confirmed its position as the European leader in car sharing.

**Each of the three regions is following its own development path**. Brussels combines high density with intensive use and demonstrates how well thought-out regulations lead to more efficient use. Flanders is expanding shared mobility geographically and developing regional networks, and achieves strong results with shared bicycles with fixed stations. Wallonia is clearly catching up, especially in terms of car sharing and shared scooters.



**Strikingly, in many segments, use is rising faster than supply**

## FLANDERS: DOMINANT IN BICYCLE SHARING AND EUROPE'S LEADER IN ELECTRIFICATION

**Almost seven out of ten bicycle trips in Belgium take place in Flanders.**

In 2025, the region had nearly 17,000 shared bicycles and recorded 10.8 million shared bicycle trips, 5 million shared scooter trips, and 764,000 shared car trips.

**BICYCLE SHARING: growth and intensive use**

In 2025, Flanders saw a 21% increase in the number of shared bicycles, mainly due to the rollout of regional on-demand transport systems. In that context alone, at least 2,000 extra shared bicycles were added. The number of trips rose by 17% to more than 11 million. It is striking that Flanders, despite having fewer active users than Brussels, recorded by far **the highest number of trips per shared bicycle and per user**. This suggests intensive use by loyal and very active shared bicycle users.

Back-to-many systems with fixed stations retain their dominant position: 52% of all trips made with shared bicycles in Belgium used this type of bicycle in Flanders. These systems average 3.5 trips per bicycle per day, making them the most successful sharing type in the country.

## SHARED SCOOTERS: limited supply, strong growth in use

The number of shared scooters fell by 42%, partly because several cities have discontinued or reduced their offer. Nevertheless, use increased significantly: the number of trips rose by 64%, bringing the average number of trips per shared scooter from 1.2 to 3.5 per day. Flanders is demonstrating that a rationalised supply can lead to more efficient use and a more robust operating model.

## CAR SHARING: stable growth, and a European leader in electrification

Flanders remains at the heart of car sharing in Belgium, with 4,701 shared cars (62% of the Belgian total). While free-floating car sharing declined, round-trip car sharing grew by 11% and the number of private shared cars also rose (7%). The number of active users of round-trip and private car sharing rose by 13% to 52,546 car sharers, or 1.1% of all driving licence holders.

Flanders is a pioneer in electrification: almost three in ten shared cars are fully electric, and in the round-trip segment, that share rises to 45%. This puts Flanders well above the average for private car fleets (8.8%) and positions it among European leaders, level with the Netherlands and well above Germany (21%) and France (8%).

### FLANDERS: CONCLUSION

The Flemish figures show that shared mobility is becoming structurally embedded in the mobility system. Bicycle-sharing systems with fixed stations are used intensively, and the targeted roll-out of regional bicycle-sharing via on-demand transport proves that shared mobility also works outside major cities.

## BRUSSELS: HIGHEST LEVEL OF USE PER INHABITANT

### Six in ten Belgian shared scooter trips take place in Brussels.

The Brussels-Capital Region accounts for 11% of Belgium's population, but represents 31% of all bicycle trips and 59% of all scooter trips. In 2025, 14.5 million trips were made in the region using shared bicycles and shared scooters.

## SHARED SCOOTERS: fewer vehicles, record use

Brussels illustrates how regulation and efficiency go hand in hand. Reducing the number of operators from nine to two and introducing a maximum number of vehicles has brought the number of shared scooters down by 44% to 7,200. At the same time, their use has continued to grow: in 2025, more than 9.5 million trips were made using shared scooters (59% of all shared scooter trips in Belgium).

The average number of trips per shared scooter per day nearly doubled from 1.9 to 3.6. With 20.7 trips per 1,000 inhabitants per day – ten times more than in Flanders – shared scooters have become an integral part of mobility in Brussels, especially for short journeys and first and last mile connections.

## SHARED BICYCLES: very intensive use in an urban context

Brussels has around 10,700 shared bicycles (38% of Belgium's supply). With 8.6 shared bicycles per 1,000 inhabitants, the per capita supply is more than three times higher than in Flanders. The number of trips rose by 74% to more than 5 million. More than half of all active users of shared bicycles

in Belgium (54%) made trips in Brussels, making the region the absolute epicentre of bicycle sharing.

Use is heavily dominated by back-to-many systems without fixed stations (Bolt, Dott and Voi), which account for 92% of active users and approximately 80% of all journeys. All bicycles in this segment are electric, which explains their popularity in an urban environment with hilly terrain.

## CAR SHARING: firmly established, but a market in flux

Brussels has around 2,500 shared cars (33% of Belgium's supply). Free-floating car sharing declined sharply (-48%) due to the departure of Miles and the scaling back of Poppy's fleet. At the same time, round-trip car sharing continues to grow steadily. In total, there are 23,676 active users of round-trip and private car sharing, which corresponds to 3.4% of all driving licence holders in Brussels – well above the level in Flanders (1.1%). The Brussels car sharing market is therefore more firmly established and more intensively used than in other regions.

### BRUSSELS: CONCLUSION

The figures show that Brussels is an international metropolitan shared mobility region. High density, heavy use and rigorous regulation ensure that shared mobility makes a structural contribution to day-to-day travel. The Brussels experience illustrates that a controlled supply, combined with clear rules, can lead to high levels of use and significant social added value.

## WALLONIA: CAR SHARING SEES THE STRONGEST GROWTH, WHILE SCOOTERS ARE CATCHING UP

Wallonia saw the strongest car sharing growth of all the regions. The region is clearly catching up, with particularly strong growth figures for car sharing and shared scooters after years of limited supply.

### **CAR SHARING:** a clear upturn in growth

The most striking signal comes from car sharing. The number of shared cars remains limited (398 cars, 5% of the Belgian total), but growth is impressive. Round-trip car sharing grew by 22% in 2025, while the number of active car sharers increased by 16% – the strongest growth of all the regions. Between 2020 and 2025, round-trip car sharing has more than doubled (+150%), indicating a structural change: car sharing is evolving from a niche phenomenon into a real alternative to car ownership.

### **SHARED SCOOTERS:** relatively firmly embedded

Shared scooters are better embedded in Wallonia than shared bicycles. By the end of 2025, the region will account for 23% of all Belgian shared scooters, and it is the only region where the supply has continued to grow (up 37%). In 2025, more than 1.7 million trips were made using shared scooters (11% of all shared scooter trips in Belgium). Remarkably, Wallonia has eight times more active users of shared scooters than of shared bicycles, which underlines the importance of shared scooters as an accessible gateway to shared mobility.

### **BICYCLE-SHARING:** small base, strong growth

Wallonia has 637 shared bicycles (2% of Belgium's supply). In absolute terms, bicycle-sharing remains limited, but the region nevertheless experienced the strongest relative growth: an 85% rise in one year. The number of active users (+498%) and trips (196%) also rose sharply, albeit from a low base. Use is heavily dominated by electric back-to-many systems without fixed stations (90% of users, 82% of trips).

### **WALLONIA: CONCLUSION**

The figures show that Wallonia is in a catch-up phase. Absolute volumes remain modest for the time being, but momentum towards growth is strong. Where bicycle-sharing is still struggling to scale up, car sharing is showing clear signs of a breakthrough. Wallonia is at the start of a new growth phase for shared mobility.



**Absolute volumes in Wallonia remain modest for the time being, but momentum towards growth is strong**

## THREE REGIONS, THREE DEVELOPMENT TRAJECTORIES

The figures clearly show that each region is playing its own role in the development of shared mobility in Belgium:

- **Brussels** combines high density with intensive use. Well thought-out regulations have resulted in fewer vehicles but more efficient use. The region acts as a laboratory for effective policy.
  - **Flanders** is expanding shared mobility geographically and building structural integration, primarily through efficient shared bicycle systems and regional networks. The region is proving that shared mobility can also flourish outside major cities, and it is taking a leading role in electrification in Europe.
  - **Wallonia** is clearly catching up, with strong growth especially for car sharing and shared scooters. The region is undergoing a transition from limited presence to structural growth in urban centres.
- Together, these three trajectories demonstrate that shared mobility in Belgium is maturing: from an experimental phase to a structural feature of the mobility system, with different rates of progress and priorities in each region.

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# WHAT IS SHARED MOBILITY, AND WHAT TYPES EXIST?

Shared mobility refers to the concept of **mobility services provided in a shared manner**, allowing people to use vehicles together or sequentially. The aim of shared mobility is to optimise the use of resources, reduce traffic congestion and generally make our transport system more efficient. This report focuses on sequential use, and more specifically on the sharing of cars, cargo bikes/bicycles and scooters.

In 2025, there were 28 shared mobility providers operating<sup>1</sup> in Belgium. This section explains the most common types of car, bicycle and scooter-sharing. These categories are used throughout the report to explain the figures.

<sup>1</sup> Excluding carpool providers

## CAR SHARING

With car sharing, several families and/or legal entities take turns to use one or more vehicles. They use the vehicle only when they need it. If the vehicle is free, another family or legal entity can use it.

Car sharing generates major social and economic benefits. It reduces vehicle numbers, CO<sub>2</sub> emissions, parking congestion

and the individual costs of using a vehicle, and leads to a sustainable modal shift. Car sharing is a fully fledged, sustainable and flexible alternative to owning a private car.

Historically speaking, there have been two main types: car sharing providers with their own fleet, and car sharing providers that facilitate the sharing of private vehicles.

### PROVIDERS WITH THEIR OWN FLEET OF SHARED CARS

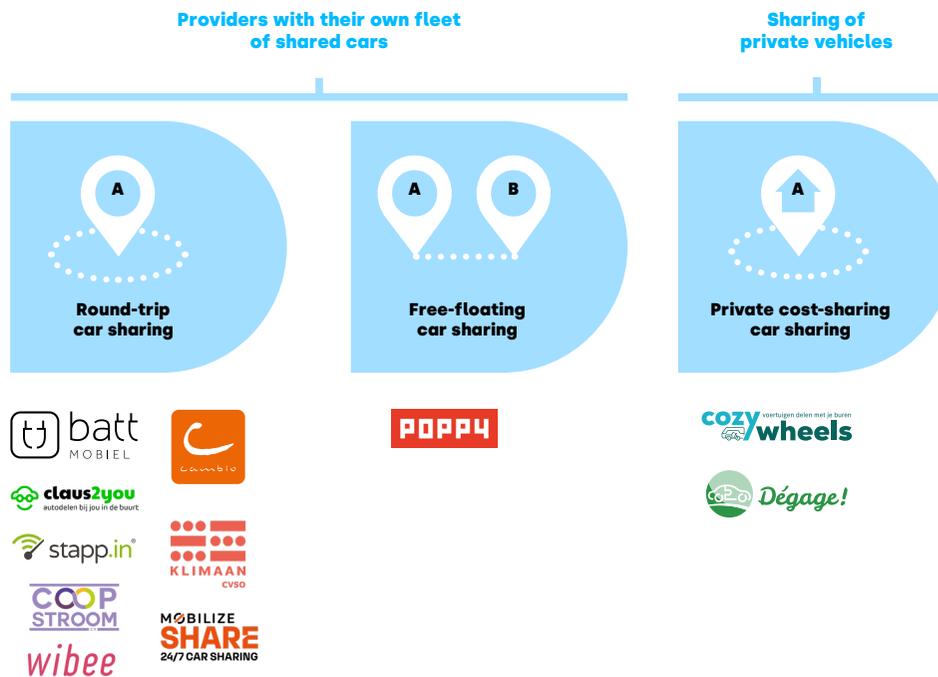
These providers make a vehicle fleet available to their customers. The fleet varies for each provider and can consist of various models. The user pays the organisation for the use of a vehicle by kilometre and/or by time. Sometimes there is a one-off joining fee and/or subscription fee. Depending on the place at which you collect and return a shared car, there are two different systems.

#### Round-trip car sharing

In round-trip car sharing, the car sharer returns the shared car to the same location or zone (neighbourhood or district) after use. Systems that use permanent locations are known as 'station-based', and those that use a specific zone to which the vehicle must be returned are 'home zone-based'.

#### Free-floating car sharing

Free-floating car sharing allows the user to leave the shared vehicle in another place (in some cases even in another city). A further distinction is made between systems that use permanent locations ('pool stations') and systems that use a specific zone within which the car may be parked anywhere ('operational area'). Users must have a smartphone to locate the shared car.



This figure only includes providers with more than 10 vehicles.

## SHARING OF PRIVATE VEHICLES

### Round-trip private cost-sharing car sharing

In this form of car sharing, private cars are used by different households or organisations in a centralised (one large, open group) or decentralised system (several small, closed groups). The vehicle is always returned to the owner's neighbourhood after use (round trip), and is the property of one member of the car sharing group or can be bought in joint ownership by several group members.

A significant feature is the cost-sharing principle. The owner of the vehicle does not make a profit, but is reimbursed for the actual cost price of the vehicle for each shared kilometre. This type of car sharing involves a great deal of self-organisation and social interaction, with individual arrangements and rules. However, this does not mean that centrally provided services cannot be significantly professionalised by, for example, a group of individuals or a non-profit organisation.

### Private car rental

There are also online hire platforms where users can rent a private car. This is called peer-to-peer car sharing or private car rental, and works in the same way as AirBnB. Owners register their car on the platform. Users hire a car on the platform for a consideration determined by the owner (price per unit of time, often at least a half-day; supplemented in some cases by a price per kilometre). Fuel is not included within this charge. As a user, you have to fill up the car again after use, so you do not know in advance exactly how much your trip will cost.

Each time you use it, you as the hirer enter into a contract with the owner of the car. We therefore refer to this as car rental rather than car sharing. With car sharing, you only need to sign a membership contract, after which you have access to all the vehicles. Data on private car rental are not included in this report.

## SHARED (CARGO) BICYCLES AND SCOOTERS

Shared (cargo) bicycles and scooters can be classified by their operational characteristics, which are very similar to those of car sharing. We distinguish three different categories: back-to-one, back-to-many with fixed stations and back-to-many without fixed stations.



### BACK-TO-ONE SHARED BICYCLES

In back-to-one systems, the user returns the vehicle to the same location after use.

- 1 Back-to-one shared bicycles
- 2 Back-to-many shared bicycles with fixed stations
- 3 Back-to-many shared bicycles without fixed stations



### BACK-TO-MANY SHARED BICYCLES AND SCOOTERS

In back-to-many systems, vehicles do not have to be returned to the starting point. Within this category, we distinguish **back-to-many systems with fixed stations** where users bring the vehicle to a fixed physical station (e.g.) Velo in Antwerp) and **back-to-many systems without fixed stations** allowing users to leave the vehicle in physical or digital drop zones.

## FREE-FLOATING SHARED BICYCLES AND SCOOTERS

In free-floating systems, users need not return the vehicles to the point of departure after a trip. They may leave the bicycles or scooters anywhere in the city or operational zone. Today, except in Liège and Charleroi, this category no longer exists anywhere in Belgium: cities and municipalities have stopped people from abandoning bikes and scooters just anywhere by introducing drop zones. This is a beneficial development in the sharing landscape.



This figure only includes providers with more than 10 vehicles.

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# **METHODOLOGY**

# APPROACH TO COLLECTING DATA ON SHARED MOBILITY IN BELGIUM

The data for this report were requested in December 2025 from car, bicycle, cargo bike and scooter-sharing organisations operating in Belgium or which had been active during the previous year<sup>1</sup>. The figures relate to the period from 1 December 2024 to 1 December 2025. The data analysis is always performed at an aggregated level by operational type of shared mobility and by region. This report therefore makes no reference to individual providers' data.

It only takes account of **active shared mobility users** and not registered users. These last are simply customers or members of a shared mobility organisation, whether or not by paying an entry fee and/or a periodic subscription fee. Membership gives the user access to the organisation's shared cars. Active users, on the other hand, are registered users who have made at least one trip using a shared car, bicycle or scooter in the last year.

Individuals using multiple sharing systems **also appear multiple times in the figures**. Unfortunately, this cannot be avoided without violating GDPR legislation.

<sup>1</sup> We received data from the following shared mobility providers and would like to thank them: BattMobility, Bird, Blue-bike, Bolt, cambio, Claus2you, CoopStroom, Cozywheels, Dégage, Donkey Republic, Dott, Flexigo, Hoppy, Klimaan, Li Bia Vélo, Lime, Mobilize Share, Mobit, Monkey Donkey, Nextbike, Pony, Poppy, Stapp.in, Velo, Villo!, Voi and Wibee.



**This report only takes account of active shared mobility users, who have made at least one trip in the last year.**

## SHARED BICYCLES AND SCOOTERS

We received data from all active bicycle and scooter-sharing operators in Belgium, meaning that the figures in this report cover the entire market.



## CAR SHARING

The information on car sharing in this report relates to **round-trip car sharing providers with their own fleet, free-floating car sharing and private cost-sharing car sharing in Belgium**. Private car rental (see ['What is car sharing and what types exist?'](#)) is not included in this edition, just as was the case in previous years. We have received data from all but one of the providers operating in Belgium.

For the **number of shared cars**, we provide information for all forms of car sharing for all regions.

Data for the **number of active car sharers** relate to round-trip car sharing providers with their own fleet and private cost-sharing car sharing. Why is there no information on free-floating car sharers? We did not receive this data from Poppy, because they are the only free-floating operator and their commercially sensitive information cannot be aggregated in this way.

For the number of **trips**, we only provide information on round-trip car sharing. Why is there no information on private cost-sharing car sharing? Because the providers themselves have presented no conclusive figures on the number of trips and their characteristics. This is because of the specific features of this form of car sharing. As in the case of active car sharers, we received no information on trip numbers from Poppy.

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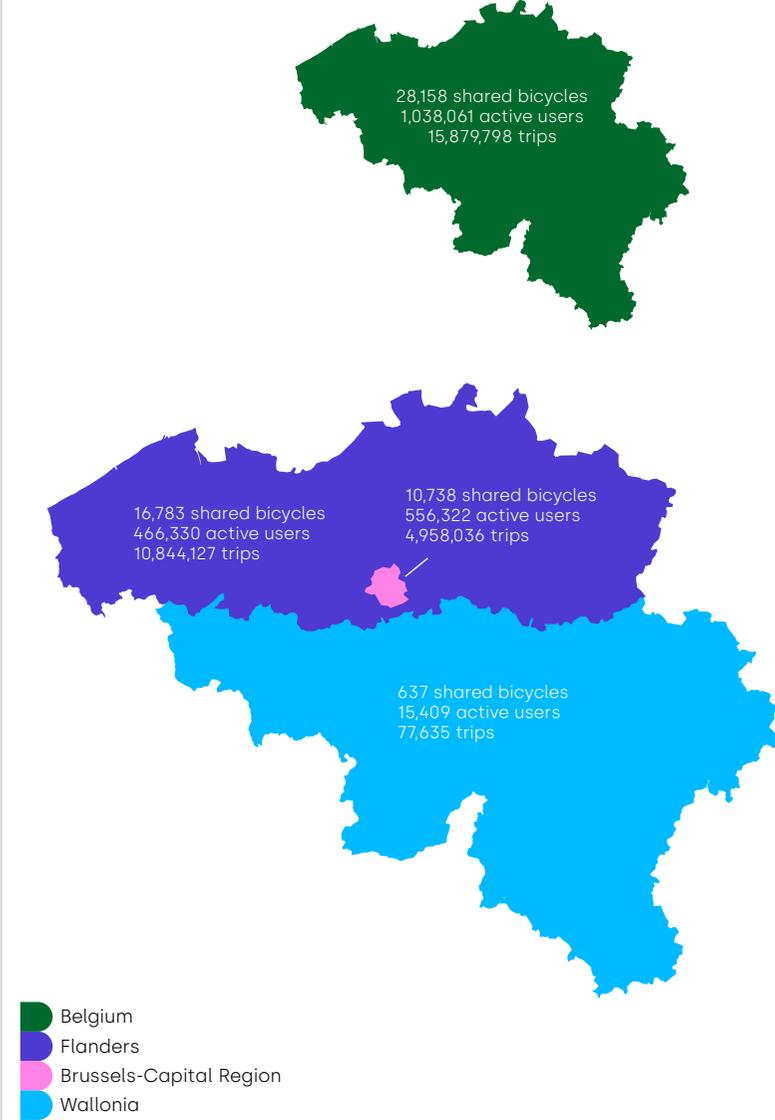
# SHARED BICYCLES & SCOOTERS

STATE OF PLAY

## How many shared bicycles and scooters does Belgium have in 2025?

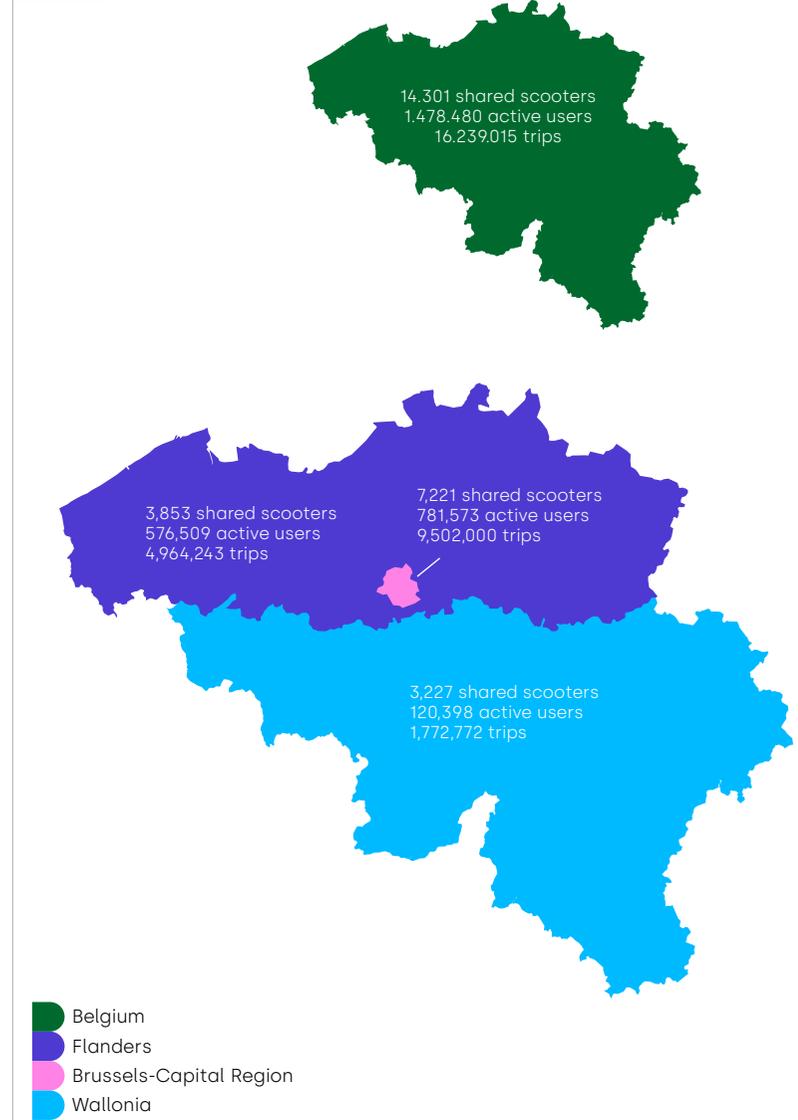
How many active users are there, and how many trips do they cover collectively? How do those figures differ by operational type of bicycle-sharing (see [‘What is shared mobility, and what types exist?’](#)), and to what extent is there growth since 2024? All these figures can be found in this section.

For the second successive year, this report allows us to paint a complete picture of the presence and use of shared bicycles and scooters in Belgium. Our coverage includes both Belgian and international players. We have data from all 18 operators of shared cargo bikes and bicycles and/or scooters in Belgium.



- Belgium
- Flanders
- Brussels-Capital Region
- Wallonia

Numbers of shared bicycles, active users and trips in Belgium and the three regions



- Belgium
- Flanders
- Brussels-Capital Region
- Wallonia

Numbers of shared scooters, active users and trips in Belgium and the three regions

# NUMBERS OF VEHICLES AND ACTIVE USERS IN BELGIUM

## **MORE THAN 28,000 SHARED BICYCLES AND 14,000 SHARED SCOOTERS IN BELGIUM**

At the end of 2025, **Belgium had 28,158 shared bicycles**. More than half (54%) are back-to-many shared bicycles without fixed stations, 39% are offered within a back-to-many system with fixed stations, and 7% are back-to-one shared bicycles. Six in 10 shared bicycles are located in Flanders (60%). Almost four in ten are in Brussels (38%) and just 2% in Wallonia.

Of the 16,783 shared bicycles in **Flanders**, 50% operate as back-to-many bicycles without fixed stations, 39% are back-to-many bicycles with fixed stations and 11% are back-to-one bicycles. In **Brussels**, 60% of the 10,738 shared bicycles operate as back-to-many bicycles without fixed stations, 39% are back-to-many bicycles with fixed stations and 1% are back-to-one bicycles. **Wallonia** has just 637 shared bicycles of which 57% operate in a back-to-many system without fixed stations, 33% in a back-to-many system with fixed stations and 10% in a back-to-one system.

**Flanders has a more extensive supply than Brussels**, yet **Brussels has 90,000 more active bicycle-sharing users than Flanders** (see below). This means that the number of active users per vehicle in Brussels is a lot higher than in Flanders, 52 compared with 28.

Of the nearly 28,000 shared bicycles in **Belgium**, 52% (14,628) are **electrically assisted**. This means that, for the first time, the **majority of shared bicycles are electric**.

The extent of electrification varies widely by segment: 78% of back-to-many shared bicycles without fixed stations are electric, while for back-to-one shared bicycles the proportion is only 12%; 23% of back-to-many shared bicycles with fixed stations are electrically assisted. There are also significant differences between regions. In **Flanders**, 61% of the back-to-many shared bicycles without fixed stations are electric, compared with 10% of back-to-one shared bicycles and just 8% of back-to-many vehicles with fixed stations. **Brussels** is the region with the highest electrification rate at 78%. In the capital, all back-to-many shared bicycles without fixed stations are electric, compared with 47% of back-to-many shared bicycles with fixed stations and 34% of back-to-one shared bicycles. In **Wallonia**, as in Brussels, all back-to-many shared bicycles without fixed stations are electric. 19% of back-to-one shared bicycles are electric. The fleet of back-to-many shared bicycles with fixed stations, on the other hand, is entirely conventional.

By the end of 2025, **14,301 shared scooters** were available in Belgium, half of them (50%) in Brussels. Almost a third of the supply (27%) is in Flanders and 23% in Wallonia.

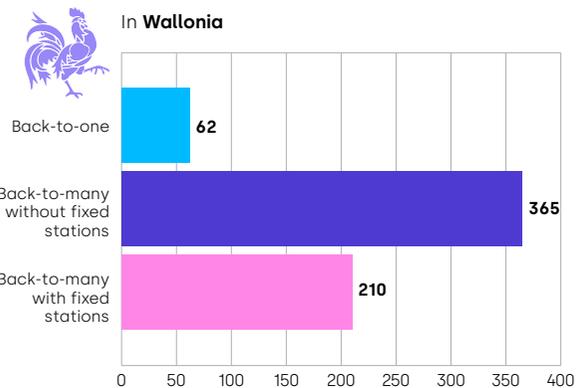
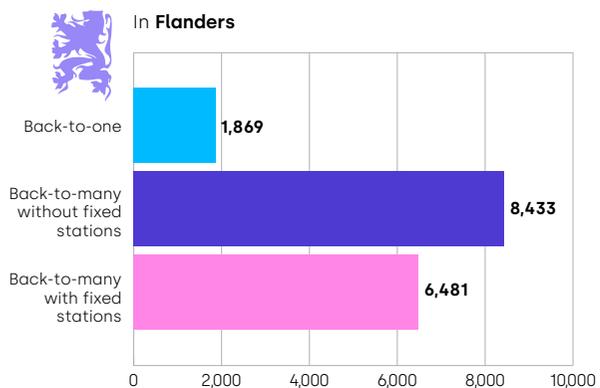
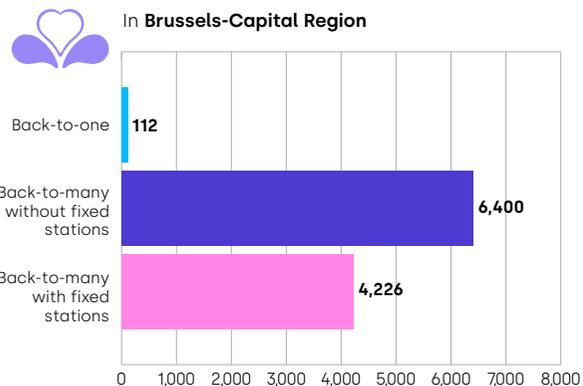
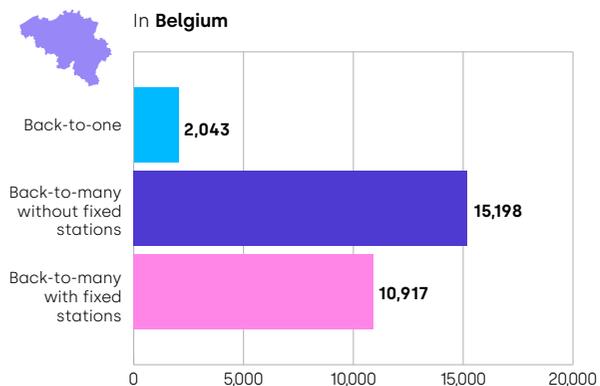
A striking observation: **there are 26 times more shared bicycles in Flanders than in Wallonia, but Flanders has only 1.2 times more shared scooters than Wallonia**.

The stark contrast between Flanders and Wallonia can be partly explained by the stronger cycling culture in Flanders, where the number of people who use bicycles for transport is significantly higher than in Wallonia. More than seven in ten people in Wallonia never use a bicycle, compared with only three in ten in Flanders<sup>1</sup>. Targeted investment in shared bicycles also plays an important role: through its on-demand transport budget, Flanders has made a significant commitment to the roll-out of regional shared bicycle systems. This resulted in more than 4,000 additional shared bicycles between 2024 and 2025. In contrast, the largest Walloon cities appear to be more open to shared scooters. For example, the three largest cities, Charleroi, Liège and Namur, offer shared scooters. However, in Flanders, Antwerp is the only one of the three largest cities to have shared scooters on its territory. To date, Ghent, Bruges and Leuven have yet to issue licences for shared scooters.

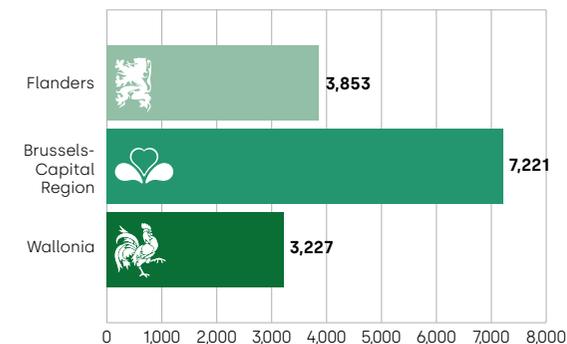
<sup>1</sup> FPS Mobility and Transport (2025). Kerncijfers van de fiets in België, 2nd edition, p. 23 [https://mobilit.belgium.be/sites/default/files/documents/publications/2025/chiffres-cl%C3%A9s-v%C3%A9lo-2024\\_NL\\_final\\_0.pdf](https://mobilit.belgium.be/sites/default/files/documents/publications/2025/chiffres-cl%C3%A9s-v%C3%A9lo-2024_NL_final_0.pdf)



Number of shared bicycles per type of bicycle sharing



Number of shared scooters per region



**There are 26 times more shared bicycles in Flanders than in Wallonia, but Flanders has only 1.2 times more shared scooters than Wallonia**

**MORE THAN 6,000 ADDITIONAL SHARED BICYCLES AND NEARLY 7,700 FEWER SHARED SCOOTERS OVER THE YEAR.**

In comparison with the end of 2024, there were **6,055 extra shared bicycles in Belgium** in December 2025, representing 27% growth. In Flanders, the number of shared bicycles rose by more than 2,900 (+21%), in Brussels by more than 2,800 (+36%) and in Wallonia by 290 (+85%).

Most of the growth in the number of shared bikes is concentrated in the back-to-many segment without fixed stations. Within this category, the number of shared bicycles increased by 60%, or more than 5,700 bicycles. The number of back-to-many shared bicycles with fixed stations rose by 6% and the number of back-to-one shared bicycles fell by 12%.

A number of ratios have been shaken up considerably over the past year. In 2024, the category of back-to-many shared bicycles with fixed stations was still the largest supplier of shared bicycles, accounting for 47% of the market. Due to strong growth between 2024 and 2025, the **back-to-many shared bikes without fixed stations segment now has the largest market share (54%)**. The share of back-to-one shared bicycles has fallen from 11% to 7%.

Several factors explain the marked increase in the number of shared bicycles. In Flanders, the number of shared bicycles used for on-demand transport increased by at least 2,000 vehicles in 2025. In Brussels, growth is mainly due to expansion of the fleets of existing providers, while in Wallonia, a new operator has entered the market.

At the end of 2025, there were **7,693 fewer shared scooters** in Belgium than a year earlier (-35%). This **decline is apparent in both Flanders** (-42%, 2,827 fewer vehicles) **and Brussels** (-44%, 5,730 fewer vehicles). By contrast, **the number of shared scooters in Wallonia increased** by 37% or 864 vehicles.

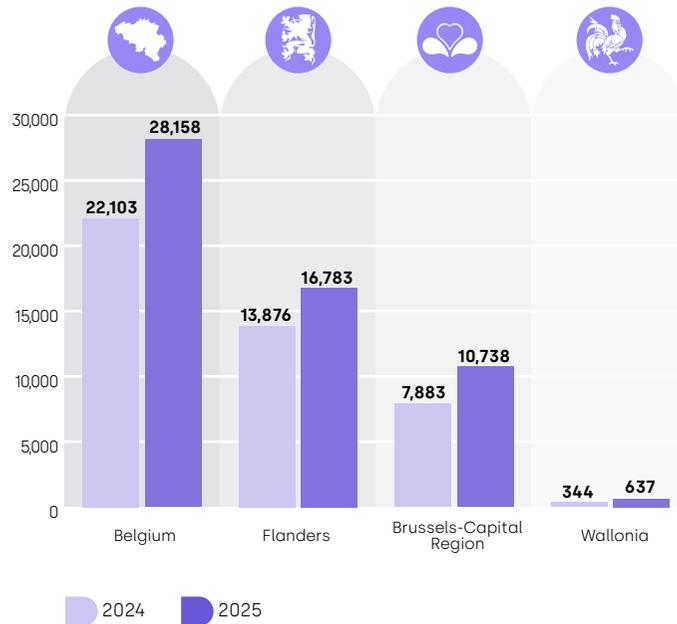
This increase in the number of shared scooters in Wallonia is due to the expansion of the fleets of existing providers. In Flanders, shared scooters were discontinued in Aalst and Ypres, among other places, and in

a number of cities the provider was replaced, which was occasionally accompanied by a reduction in the number of scooters available. The decline in the number of shared scooters in the Brussels-Capital Region is due to the implementation of the ministerial decree limiting the number of operators and vehicles to a maximum of two operators for shared scooters and three for shared bicycles. At the beginning of 2024, there were still nine shared scooter providers operating in the capital. By early 2025, there were three, and at the end of the year only two.

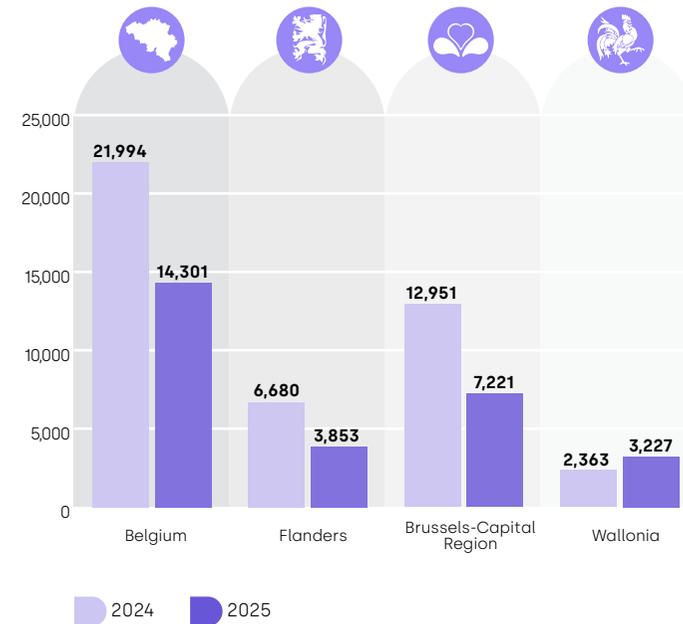


**Most of the growth in the number of shared bikes is concentrated in the back-to-many segment without fixed stations**

Historical overview of **shared bicycle numbers** in Belgium and the three regions



Historical overview of **shared scooter numbers** in Belgium and the three regions



## BRUSSELS LEADS THE WAY IN TERMS OF NUMBERS OF SHARED BICYCLES AND SCOOTERS PER 1,000 INHABITANTS.

The number of shared vehicles per 1,000 inhabitants offers an indication of the relative availability of vehicles, taking into account population size. This allows us to better compare the provision of shared mobility in regions with varying populations. This indicator is calculated by region for shared scooters, and for all shared bicycles collectively.

In Belgium, there are **2.4 shared bicycles and 1.2 shared scooters per 1,000 inhabitants**. In the Brussels-Capital Region, the number of vehicles per 1,000 inhabitants is the highest of the three regions, both for shared bicycles (8.6 per 1,000 inhabitants) and for shared scooters (5.8 per 1,000 inhabitants). In Flanders, there are 2.4 shared bicycles and 0.6 shared scooters per 1,000 inhabitants. Wallonia brings up the rear in terms of the number of shared bicycles (just 0.2), but performs better than Flanders for shared scooters: 0.9 shared scooters per 1,000 inhabitants.

The number of shared bicycles per 1,000 inhabitants in Brussels is three times higher than in Flanders and as much as 43 times higher than in Wallonia. Brussels also stands out when it comes to shared scooters: there are six times as many shared scooters in the capital as in Wallonia and ten times as many as in Flanders. This is because shared mobility offers can be found in almost the entire Brussels region, while in Flanders and Wallonia, shared bicycles and scooters are mainly located in the larger cities. However, the roll-out of the supply of on-demand shared bicycle transport in Flanders has narrowed the gap with Brussels, and shared bicycles in Flanders are no longer exclusive to urban areas.



**Brussels has 8.6 shared bicycles and 5.8 shared scooters per 1,000 inhabitants; Flanders has 2.4 and 0.6 respectively**

## BELGIUM HAS MORE THAN A MILLION USERS OF SHARED BICYCLES AND ALMOST A MILLION AND A HALF USING SHARED SCOOTERS

In 2025 there were **1,038,061 active users of shared bicycles in Belgium**. This is presumably an overestimate as individuals using multiple sharing systems appear multiple times in the figures. Around seven in 10 active bicycle sharers use back-to-many shared bicycles without fixed station (68%). Almost three in ten opted for back-to-many shared bicycles with fixed stations last year (29%). The remaining 3% of active bicycle sharers used back-to-one vehicles.

When we talk about the location of active users, we are referring to the region in which journeys are made. In other words, this indicator says nothing about where the users live. This is because users may also make journeys in other regions for work or leisure purposes.

The number of active bicycle sharers is highest in the Brussels-Capital Region: 556,000 or 54% of all Belgian users make journeys in Brussels. Flemish shared bicycles have 466,000 active sharers (45% of the Belgian total). Scarcely 1.5% of active Belgian bicycle-sharing users make journeys in Wallonia.

In **Brussels** and **Wallonia**, there is a clear **preponderance of back-to-many systems without fixed stations** in terms of user numbers: 92% and 90% of all active bike sharers in the two regions, respectively, use back-to-many shared bikes without fixed stations. In Brussels, there are also 7% active users of back-to-many shared bicycles with fixed stations and 1% users of back-to-one

shared bicycles. In Wallonia 6% opt for back-to-one bicycles and 4% for back-to-many shared bicycles with fixed stations.

The ratio is very different in **Flanders**. The **largest group of bicycle sharers (54%) use back-to-many shared bicycles with fixed stations**, followed by 40% who use back-to-many shared bicycles without fixed stations and 6% who opt for back-to-one shared bicycles.

In addition, the use of back-to-one shared bicycles and back-to-many shared bicycles with fixed stations is mainly concentrated in Flanders: around 85% of active users are linked to the shared bicycles that can be found in Flanders. The largest group of users of back-to-many shared bicycles without fixed stations is found in the capital: 72% of active bike sharers use the Brussels shared bicycles, 26% in Flanders and 2% in Wallonia.

Belgium had **1,478,480 active shared scooter users** in 2025. The majority of these users make trips in the Brussels-Capital Region (53%). Almost four in ten used a shared scooter in Flanders (39%) and 8% used a shared scooter in Wallonia. Remarkably, there are eight times more active users of shared scooters than of shared bicycles in Wallonia.

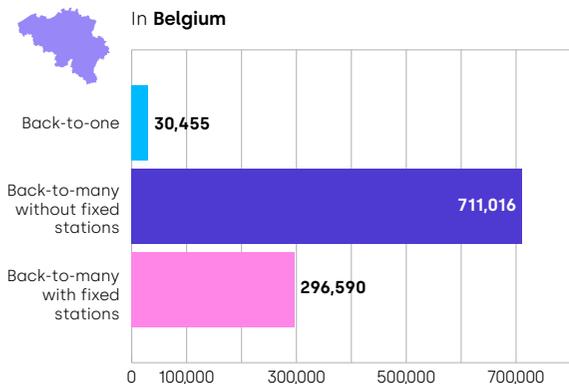


Number of active bicycle sharers per type of bicycle sharing

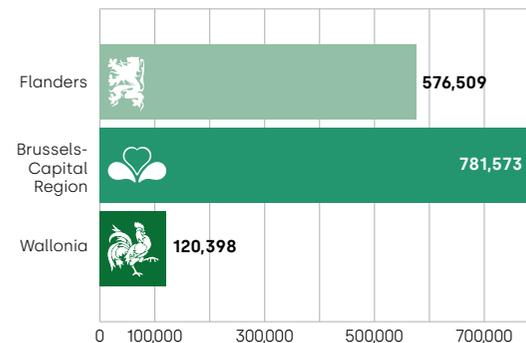
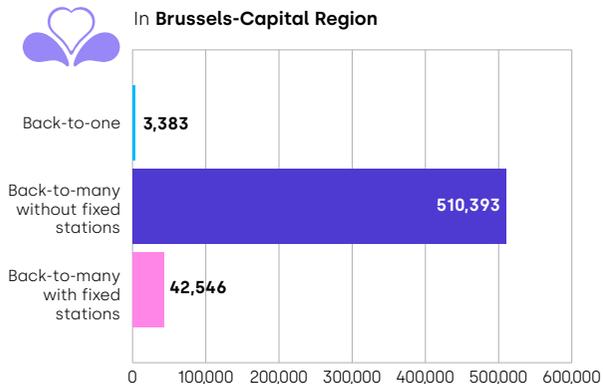


Number of active scooter sharers per region

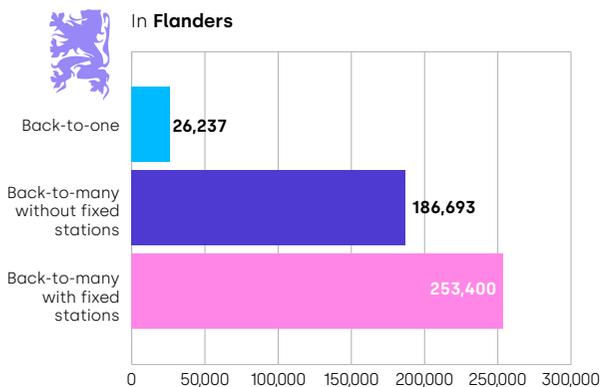
In Belgium



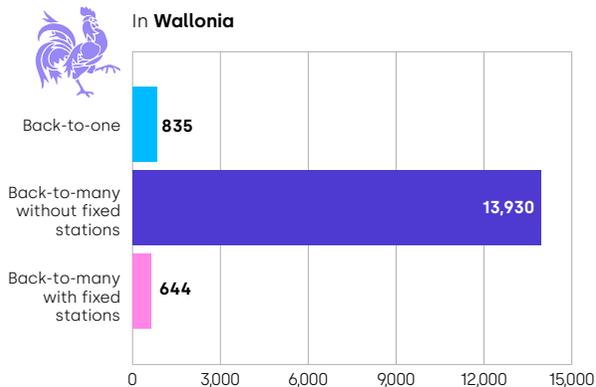
In Brussels-Capital Region



In Flanders



In Wallonia



In Brussels and Wallonia, back-to-many shared bikes without fixed stations are dominant; in Flanders, systems with fixed stations have the most users

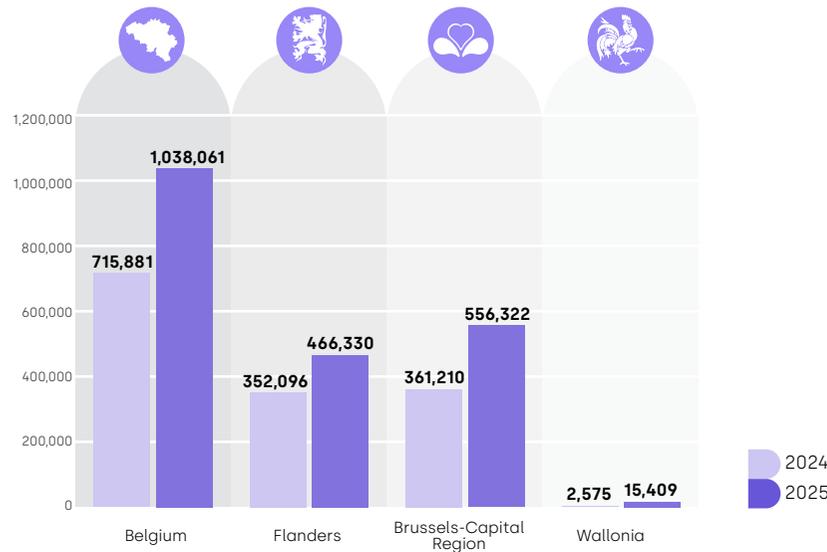
**OVER 322,000 ACTIVE BIKE SHARERS AND 217,000 EXTRA SCOOTER SHARERS ADDED IN ONE YEAR**

In comparison with 2024 there were **322,180 extra active users of shared bicycles in Belgium in 2025**. This represents no less than 45% growth. Flanders recorded over 114,000 more active bicycle sharers than in the previous year (+32%). In Brussels, the number of active bicycle sharers increased by more than 195,000 (+54%), and in Wallonia by 12,800 (+498%).

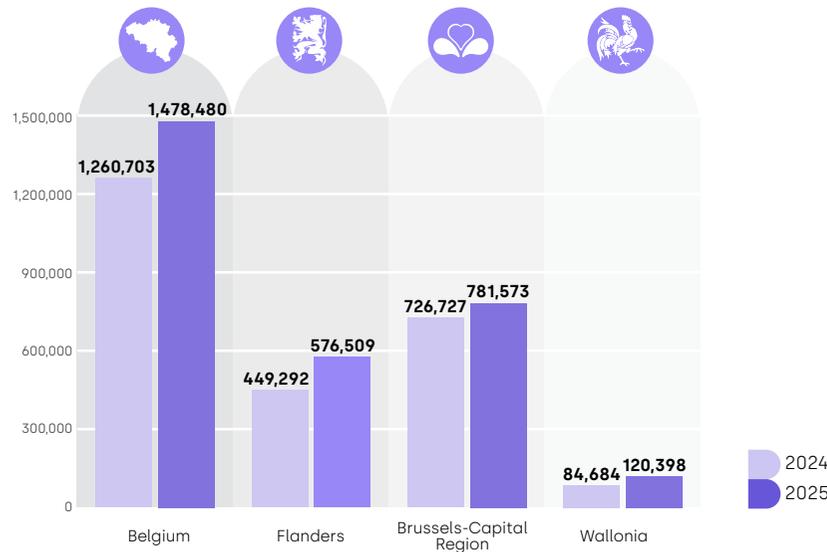
The largest percentage growth in the number of active users of shared bicycles is observed in the back-to-many segment without fixed stations. Within this category, the number of active users in Belgium increased by 64%, or more than 278,000 active users. The number of active users of back-to-many shared bicycles with fixed stations increased by 16% and of back-to-one shared bicycles by 11%. Almost seven in ten active users of shared bicycles are found in the back-to-many segment without fixed stations (68%), followed by 29% using back-to-many bicycles with fixed stations and 3% using back-to-one bicycles.

The number of **active users of shared scooters** in Belgium **rose by 217,777 (+17%)** in 2025 compared with 2024. In Flanders, there were 127,000 more active users (+28%), in Brussels almost 55,000 (+8%) and in Wallonia more than 35,000 (+42%).

Historical overview of **the number of active users of shared bicycles** in Belgium and the three regions



Historical overview of **the number of active users of shared scooters** in Belgium and the three regions



**In one year, there were 322,180 extra active users of shared bicycles, representing a growth of no less than 45%**

## THE NUMBER OF ACTIVE USERS PER VEHICLE IS HIGHEST FOR SHARED SCOOTERS AND BACK-TO-MANY SHARED BICYCLES WITHOUT FIXED STATIONS

The **average number of active users per shared bicycle or scooter** tells us something about how many different users are reached by a single shared vehicle. The ratio of active users per vehicle in **Belgium** is highest on average for shared scooters, at 108 users per scooter. This is almost three times the average number of active users per shared bicycle, which stands at 37. There are twice as many shared bicycles as shared scooters in Belgium, yet there are around 400,000 more active users of shared scooters than of shared bicycles. For shared bicycles, the highest ratio is recorded for back-to-many shared bicycles without fixed stations – 47 active users per shared bicycle. For back-to-many shared bicycles with fixed stations, the Belgian average is 27. The ratio is lowest for back-to-one shared bicycles, at 15 active users per shared bicycle.

**The strong growth in the number of active users per shared scooter since 2024 is particularly striking.** In just one year, the number of active users per shared scooter in Belgium has risen by 84% from 59 to 108. The explanation is twofold: on the one hand, the number of shared scooters has fallen, while at the same time the number of active users has increased. More users for fewer vehicles means that a smaller fleet can reach more people. Combined with an increase in the number of journeys (see below), this creates a favourable climate for the business model of shared scooter providers.

If we look at the active users per shared bicycle in the various segments, we can explain the differences by a combination of factors. First, there appears to be a correlation between the **flexibility of a system** and the average number of users per shared bicycle. **Back-to-many systems without fixed stations** offer the greatest flexibility, especially in an urban context with a large number of drop zones. This is because users can borrow and return the shared bicycles at many locations. This lowers the threshold for using a bicycle and increases the likelihood that users will find a bicycle when they need one. **Back-to-many systems with fixed stations** are generally somewhat less flexible, as users can only borrow and return bicycles at fixed stations, although this depends greatly on the number of stations in the operational zone of the sharing system. **Back-to-one systems** are the least flexible. Users must return the bicycle to the place where they picked it up. This limits usage, as it is less practical for spontaneous or one-way trips, which translates into a lower number of active users per shared bicycle.

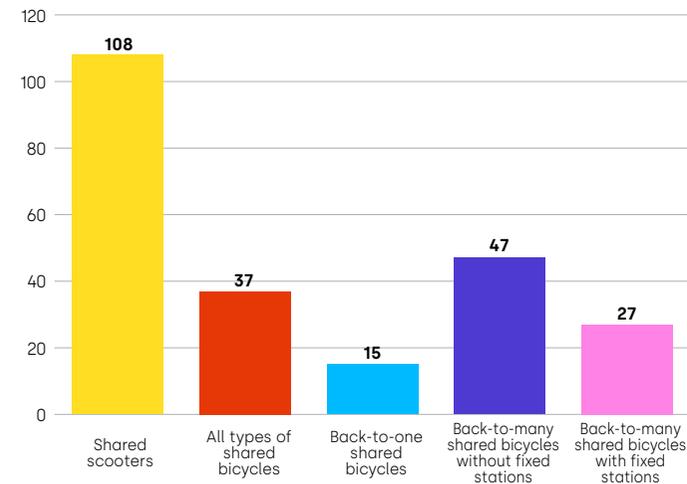
Second, the **target groups for the three systems appear to be different**, although more research is needed into user profiles to substantiate this assessment. **Back-to-many systems without fixed stations seem to appeal to a more diverse target group of residents, occasional users and tourists**, which translates into a high number of users per vehicle. However, this tells us nothing about the number of journeys

these users make. **Back-to-many systems with fixed stations focus more on residents and regular commuters, with or without subscription schemes.** Finally, **back-to-one systems** are often found at railway stations and are therefore particularly suitable for the target group making **last-mile journeys in combination with the train.**

In comparison with 2024, the changes within the various shared bicycle segments are

limited. Overall, the number of active users per shared bicycle increased from 33 to 37. For back-to-many shared bicycles with fixed stations and back-to-one shared bicycles, there was an average increase of two active users per vehicle, from 25 to 27 and from 13 to 15 respectively. The number of active users per back-to-many shared bicycle without fixed station increased from 46 to 47 compared with 2024.

Average number of active users per shared vehicle in Belgium



## NUMBER OF TRIPS USING SHARED BICYCLES AND SCOOTERS IN BELGIUM

### MORE THAN 32 MILLION TRIPS USING SHARED BICYCLES AND SCOOTERS IN BELGIUM

Taken together, shared bicycles and scooters accounted for around **32 million trips in Belgium in 2025**. If we plot this figure against the active population, that represents 4.5 trips for every Belgian between the ages of 18 and 64.<sup>1</sup>

The majority of the **15,879,798 trips by shared bicycle in Belgium** in 2025 were made using back-to-many shared bicycles with fixed stations, at 58%. However, this segment accounts for only 29% of all active users of shared bicycles. With 31 trips per active user annually, these are the most prolific cyclists. Back-to-many operators without fixed stations and back-to-one operators accounted for 41% and 1% of all trips respectively.

**Almost seven in 10 of shared bicycle trips in Belgium took place in Flanders (68%)**. That is striking: only 45% of all Belgian active users make trips in Flanders, and only six in ten shared bicycles are located in Flanders. The number of trips per shared bicycle and the number of trips per active user are thus both highest in Flanders (see below). 31% of shared bicycle trips were recorded in Brussels. The 77,000 trips made in Wallonia

<sup>1</sup> January 2025 Statbel figures: 7,099,466 Belgians between the ages of 18 and 64

are negligible compared with the other regions (0.5%).

The great majority (76%) of the **10,844,127 trips by shared bicycle in Flanders** in 2025 were made using back-to-many shared bicycles with fixed stations. Around one in five trips used a back-to-many shared bicycle without fixed stations (22%) and 2% used a back-to-one bicycle. The dominance of the back-to-many segment with fixed stations in Flanders in terms of trips can be demonstrated in another way: 52% of all trips made with shared bicycles in Belgium were on a back-to-many shared bicycle with a fixed station in Flanders.

In **Brussels**, we recorded 4,958,036 trips, of which eight in ten used back-to-many shared bicycles without fixed stations, one in five used back-to-many shared bicycles with fixed stations and 0.2% used back-to-one shared bicycles.

More than eight out of ten trips in **Wallonia** in 2025 were made using a back-to-many shared bicycle without a fixed station, while 15% used a back-to-many shared bicycle with a fixed station. The remaining 3% of trips used back-to-one bicycles.

The **number of trips made with shared scooters in Belgium in 2025 was 2% higher than for shared bicycles, at 16,239,015**.

The emphasis, unlike for shared bicycles, very clearly lies in the Brussels-Capital Region. Almost six in 10 shared scooter trips occurred in the capital region (59%), followed by 31% in Flanders. Shared scooters are better established in Wallonia than shared bicycles. The Walloon region represents 11% of all trips.



**With 31 trips per active user annually, the users of the back-to-many shared bicycles with fixed stations are the most prolific cyclists**



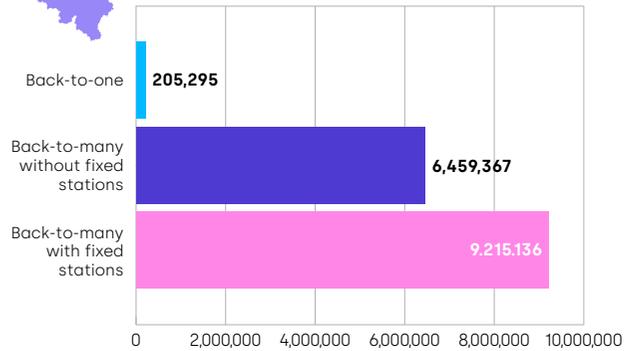
Number of trips with shared bicycles per type of bicycle sharing



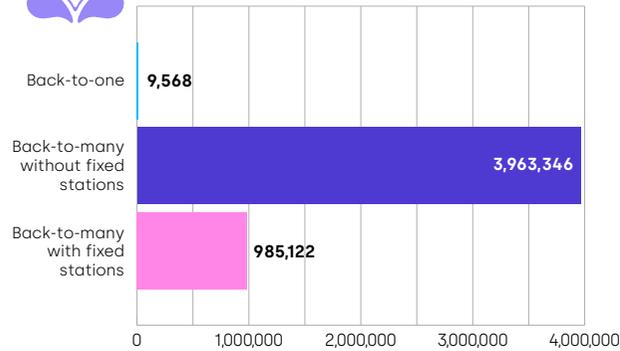
Number of trips with shared scooters per region



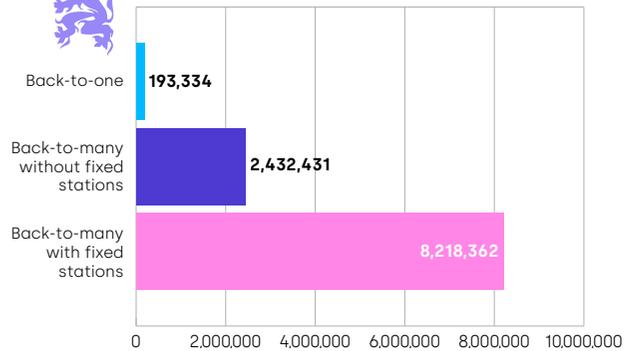
In Belgium



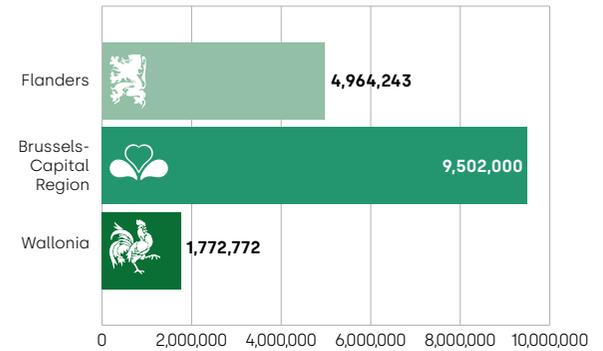
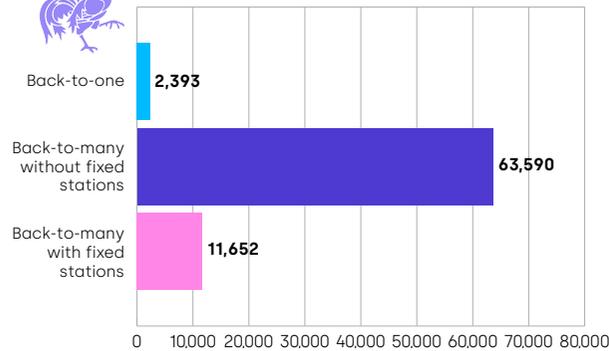
In Brussels-Capital Region



In Flanders



In Wallonia



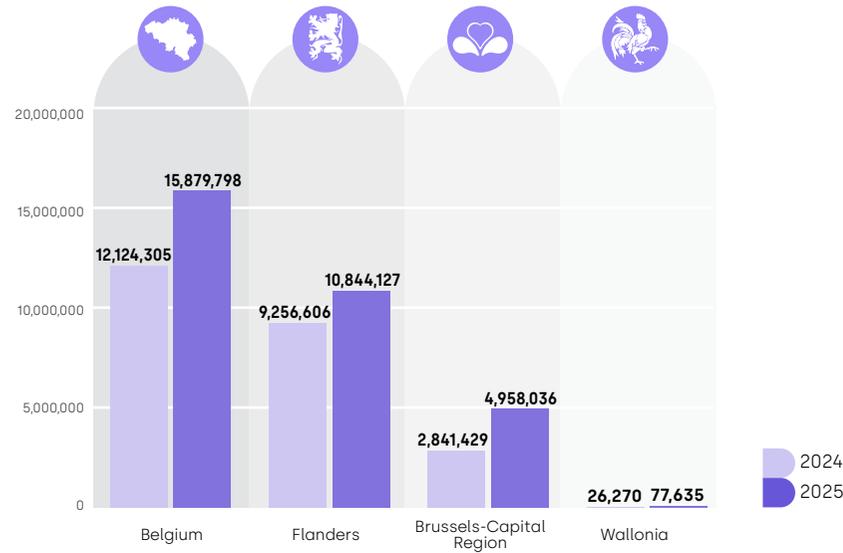
**CEILING NOT YET REACHED: OVER 6.5 MILLION EXTRA JOURNEYS BY SHARED BICYCLES AND SHARED SCOOTERS IN BELGIUM IN 2025**

In comparison with 2024, the **number of trips made with shared bicycles in Belgium increased by 31%** in 2025. That represents more than 3.7 million additional trips. In Flanders, nearly 1.8 million additional trips were made with shared bicycles in 2025 compared with 2024 (+17%). In Brussels, the number of trips rose by around 2.1 million (+74%), and in Wallonia by more than 51,000 (+196%).

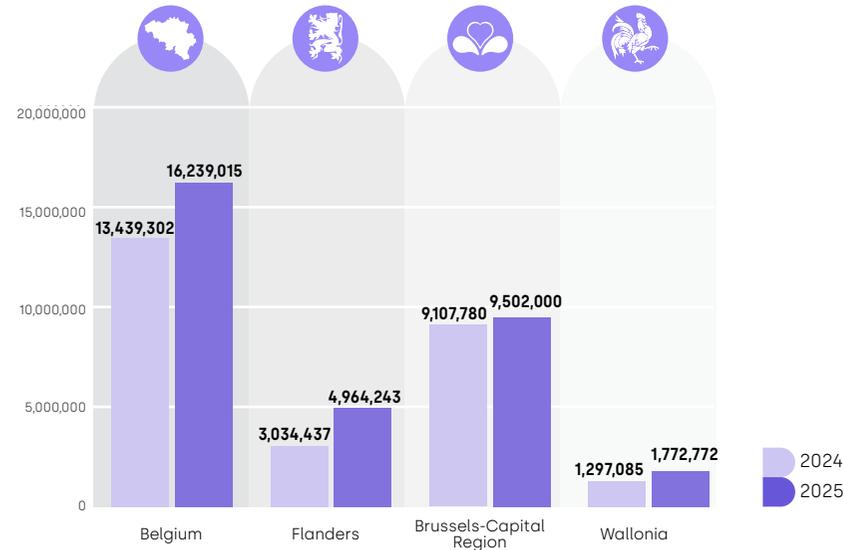
Most of the growth in the number of trips using shared bikes is concentrated in the back-to-many segment without fixed stations. Within this category, the number of trips rose by 77%, or more than 2.8 million trips. The number of trips using back-to-many shared bicycles with fixed stations rose by 12% and the number of trips with back-to-one shared bicycles fell by 11%. Nevertheless, the majority of journeys are made using a back-to-many shared bicycle with fixed stations: 58% of all trips are made on such shared bicycles, followed by back-to-many shared bicycles without fixed stations (41%) and back-to-one shared bicycles (1%). Nevertheless, the gap between the two back-to-many segments has narrowed since 2024, when their shares stood at 68% and 30% respectively.

In Belgium, **nearly 2.8 million extra trips were made using shared scooters** in 2025 compared with 2024 (+21%). The largest percentage growth was recorded in Flanders. The number of trips taken using shared scooters rose by 64% year-on-year, representing an additional 1.9 million trips. In Wallonia, the number of trips rose by around 475,000 (+37%), and in Brussels by 394,000 (+4%).

Historical overview of **the number of trips using shared bicycles** in Belgium and the three regions



Historical overview of **the number of trips using shared scooters** in Belgium and the three regions



**In one year, the number of trips made by shared bicycles increased by 31% and the number of trips made by shared scooters by 21%.**

## MORE THAN ONE AND A HALF TRIPS PER SHARED BICYCLE AND THREE TRIPS PER SHARED SCOOTER PER DAY IN BELGIUM

So far, we have looked at absolute trip numbers, but to get a good idea of the relative scale of use, it is relevant to look at the **number of trips per vehicle per day**. In 2025, each shared bicycle in Belgium made an average of 1.6 trips per day. Back-to-many shared bicycles with fixed stations registered the highest ratio, with 2.3 trips per bicycle per day. Shared bicycles in a back-to-many system without fixed stations achieve on average a little over one trip per day (1.2). Back-to-one operators registered the lowest score, with 0.3 trips per vehicle per day.

Flanders has the highest number of trips per shared bicycle per day – 1.8, compared with 1.3 in Brussels and 0.4 in Wallonia. This can be explained by the extensive use of back-to-many shared bicycles with fixed stations in Flanders, since this is the type that records the highest number of trips per vehicle per day. The back-to-many shared bicycles with fixed stations in Flanders are used as often as 3.5 time a day on average.

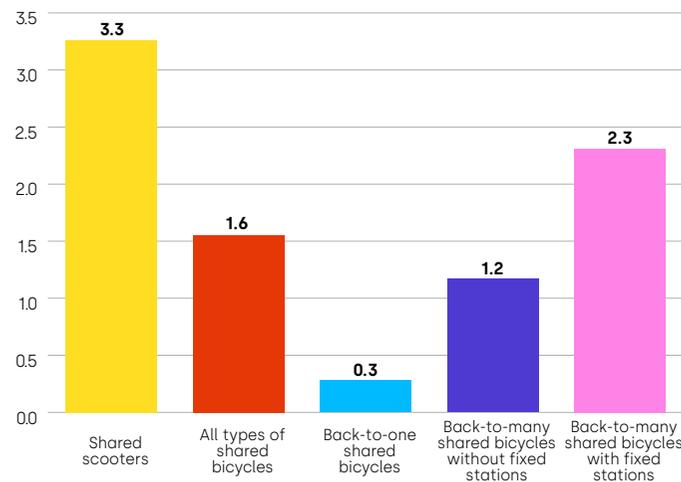
In 2025, a shared scooter made an average of 3.3 trips per day. The number of trips per



The number of trips per shared scooter per day in Belgium rose from 1.7 in 2024 to 3.3 in 2025

shared scooter per day is very similar in Brussels and Flanders, at 3.6 and 3.5 respectively. In Wallonia, the number of journeys per shared scooter per day is 1.9. Unlike with shared bicycles, **this indicator has risen sharply for shared scooters over the course of the year**. The number of trips per shared scooter per day in Belgium rose from 1.7 in 2024 to 3.3 in 2025. This represents a significant efficiency gain for operators. For the same number of shared scooters, the number of trips per day increased by 83%. Growth is highest in Flanders: from 1.2 journeys per day per shared scooter in 2024 to 3.5 in 2025. In Brussels, that figure rose from 1.9 to 3.6. Surprisingly, in Wallonia, the number of trips per scooter per day fell slightly from 2.0 to 1.9.

Average number of trips per shared vehicle per day in Belgium



## THE NUMBER OF TRIPS PER 1000 INHABITANTS PER DAY IS HIGHEST IN BRUSSELS AND LOWEST IN WALLONIA.

By analogy with the indicator in the Cycling Industries Europe (CIE) benchmark reports<sup>1</sup>, we have calculated the **number of trips per 1,000 inhabitants** per day for each region and for each overall type of shared mobility. This figure tells us something about the number of trips per day, controlled for population. In this way, it is possible to compare the use of shared mobility in regions of different population sizes.

Belgium recorded 3.7 shared bicycle trips per 1,000 inhabitants per day and 3.8 shared scooter trips per 1,000 inhabitants per day. This indicator is by far the highest in the Brussels-Capital Region, both for shared bicycles (10.8 trips per 1,000 inhabitants per

day) and for shared scooters (20.7). Flanders follows, with 4.3 shared bicycle trips and 2.0 shared scooter trips per 1,000 inhabitants per day respectively. Wallonia posted the lowest score, with 0.06 shared bicycle trips per 1,000 inhabitants per day and 1.3 shared scooter trips.

There are two and a half times more trips per 1,000 inhabitants per day using shared bicycles in Brussels than in Flanders, and 10 times more using shared scooters. These figures closely mirror the distribution of the number of vehicles per 1,000 inhabitants in the two regions<sup>2</sup> (see above). There are three and a half times more shared bicycles per 1,000 inhabitants in Brussels than in Flanders and ten times more shared scooters per 1,000 inhabitants. This shows the strong relationship between supply and trip numbers.

## THE LARGER THE SUPPLY, THE MORE TRIPS USING SHARED BICYCLES AND SCOOTERS

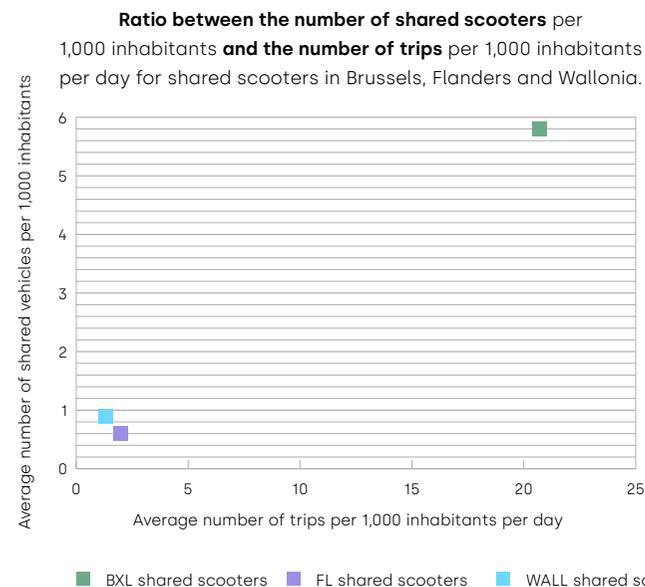
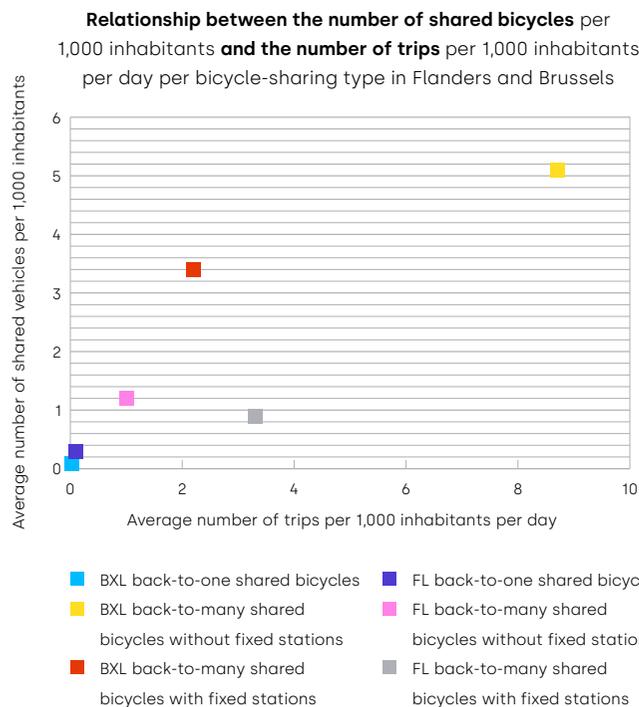
What can we learn from the figures in the preceding sections about the **relationship between the supply and use** of shared bicycles and scooters? To uncover that relationship, we compared the number of vehicles per 1,000 inhabitants with the number of trips per 1,000 inhabitants per day. These indicators enable us to compare regions or cities regardless of population size.

<sup>1</sup> CIE (2024). "Shared Ambition". The potential for bike sharing in Europe: Benchmarking 148 cities. <https://cyclingindustries.com/news/details/the-2024-edition-of-cities-bike-sharing-in-148-cities-report>

<sup>2</sup> There are 8.6 shared bicycles and 5.8 shared scooters per 1,000 inhabitants in Brussels. In Flanders, there are 2.4 shared bicycles and 0.6 shared scooters per 1,000 inhabitants.

In the left-hand graphic, each point represents one type of **bicycle-sharing in Flanders and Brussels**. We omit Wallonia because both supply and trip numbers there are very low compared with the other two regions. First, it is noticeable that the four points in the upper half of the graph show a more or less linear relationship: **greater relative supply of shared bicycles (vertical axis) is associated with greater relative use of shared bicycles (horizontal axis)**. The two back-to-one systems at the bottom left combine a low supply of shared bicycles with a low number of trips per 1,000 inhabitants. Back-to-many shared bicycles without fixed stations in Flanders score slightly higher for both parameters. The back-to-many shared bicycles with fixed stations in Brussels account for the largest supply per 1,000 inhabitants of all the systems we examined. They also register a higher relative number of trips per vehicle than the first three systems. What unites these first three systems is that the average number of trips per vehicle per day is less than one in each case.

Second, there are **two outliers** that stand above the trend line. **Back-to-many shared bicycles with fixed stations in Flanders and back-to-many shared bicycles without fixed stations in Brussels 'overperform', with a higher ratio of trips per shared bicycle** than we see with the other systems. This results in an average number of trips per vehicle per day that is greater than one. What typifies both systems is the urban context in which bicycles are used. However, there are other reasons that explain their remarkable performance. The back-to-many shared bicycles without fixed stations in Brussels are all electrically assisted and thus better adapted to the topography of the capital than the mainly non-electric version with fixed stations. Back-to-many shared bicycles with fixed stations in Flanders in turn have



	SHARED BICYCLES						SHARED SCOOTERS		
	BXL back-to-one shared bicycles	BXL back-to-many shared bicycles without fixed stations	BXL back-to-many shared bicycles with fixed stations	FL back-to-one shared bicycles	FL back-to-many shared bicycles without fixed stations	FL back-to-many shared bicycles with fixed stations	BXL shared scooters	FL shared scooters	WALL shared scooters
Number of vehicles per 1,000 inhabitants	0.09	5.1	3.4	0.3	1.2	0.9	5.8	0.6	0.9
Number of trips per 1,000 inhabitants per day	0.02	8.7	2.2	0.1	1.0	3.3	20.7	2.0	1.3

been steadily gaining ground for years and can count on an ever larger loyal and active group of users year on year.

Finally, **shared scooter performance in Brussels, Flanders and Wallonia** is also striking. The right-hand graph on the previous page shows the proportions of shared scooters in the three regions. We are struck at once by how far removed shared scooters in the capital are from those in the other regions. **With a ratio of 5.8 shared scooters per 1,000 inhabitants and 20.7 trips per 1,000 inhabitants per day, Brussels scooters score exceptionally well.** Given that this ratio stood at 10.4 shared scooters per 1,000 inhabitants and 20.0 journeys per 1,000 inhabitants per day in 2024, the ratio in 2025 is all the more remarkable. The number of vehicles per 1,000 inhabitants fell by 45% over the year, while the number of trips per 1,000 inhabitants per day rose by 4%. Shared scooters have thus become an important established feature of urban multimodal mobility in Brussels. As with shared bicycles, shared scooters follow the logic of supply and use: the relative supply of shared scooters in Flanders and Wallonia is quite a bit lower than in Brussels, which also translates into a much lower number of trips per 1,000 inhabitants. Finally, the ratio in Wallonia is striking because the relative supply of shared scooters is greater than in Flanders, but the relative number of trips per day is lower than in Flanders.



**With a ratio of  
5.8 shared scooters  
per 1,000 inhabitants  
and 20.7 trips per  
1,000 inhabitants per day,  
Brussels scooters score  
exceptionally well**

#### **SHARED SCOOTER TRIPS ARE ON AVERAGE THE SHORTEST, SHARED ELECTRIC BICYCLE TRIPS THE LONGEST**

The **average trip using a traditional shared bicycle** in Belgium in 2025 lasted **36 minutes** and covered **2.3 kilometres**. An **electric shared bicycle** was ridden for an average of **52 minutes** per trip, covering a distance of **3.3 kilometres**.

The average trip duration is heavily influenced by outliers in the back-to-one segment. This is because the trip duration is measured as the total time during which the user has exclusive access to the shared bicycle, regardless of how long the bicycle was actually ridden. This could also be described as reservation time. A typical trip using a back-to-one shared bicycle consists of a journey from location A to location B, a time period during which the shared vehicle is stationary and a journey back from B to A. Thus, the trip time or reservation time is longer than the actual riding time. In back-to-many sharing systems, 'one way' trips (from A to B) are much more frequent, so the actual riding time more closely matches the trip time.

The average trip duration is effectively longest for back-to-one sharing systems. On average, it was 9 hours 27 minutes with a traditional bicycle, and 10 hours 14 minutes with an electric bicycle. The shortest journeys are recorded in back-to-many systems without fixed stations. An average journey with a traditional shared bicycle takes 15 minutes and covers a distance of 2.4 kilometres, while with an electric shared bicycle it takes 16 minutes and covers 3.3 kilometres. It is striking that the difference between journey time and distance is relatively small within this shared bicycle segment. On average, people only ride

an electric back-to-many shared bicycle without fixed stations for one minute longer and 0.9 kilometres further with a traditional bicycle. Finally, the average journey time is 27 minutes for traditional back-to-many shared bicycles with fixed stations and 2 hours 21 minutes for electric bicycles. The average distance travelled on a traditional back-to-many shared bicycle is 2.3 kilometres.

We will now take a moment to consider the differences between journeys with back-to-many shared bikes without fixed stations in the three regions. Journeys with electric back-to-many shared bikes without fixed stations are shortest in Wallonia (11 minutes on average), followed by Brussels (12 minutes) and Flanders (24 minutes). The difference between Flanders and the other regions is particularly striking. Whereas back-to-many shared bikes in Wallonia and the Brussels Region mainly operate in an urban context, in Flanders they are used in regional bicycle-sharing systems as part of on-demand transport. This means they are available not only in cities, but also in smaller towns and villages. Distance covered is also greater, although it is not directly proportional to duration. In Flanders, the average distance is 4.1 kilometres, compared with 2.9 kilometres in Brussels and 2.4 kilometres in Wallonia.

The **average trip on an electric shared scooter** took **11 minutes**, and covered a distance of **2.3 kilometres**. The differences between the regions are relatively minor. The longest journeys, by both duration and distance, are recorded in Brussels, averaging 12 minutes and 2.5 kilometres.

## BICYCLE AND SCOOTER-SHARING IN BELGIUM: THE BACKGROUND

**Bicycle-sharing** has seen a boom in recent years, but it is by no means a new phenomenon. It has been around in Belgium for almost 20 years. The first large-scale bicycle-sharing systems arrived in Brussels in 2006 with Cyclocity (now known as Villo!) and in Antwerp in 2011 (Velo). From 2011 they were joined by another new player, Blue-bike, which is still active today. The supply was greatly expanded with the arrival of 'free-floating' operators who use shared bicycles that do not have to be returned to a fixed bicycle station. First there were Asian operators oBike and GoBeeBike, which launched their offerings in Brussels just after summer 2017. Less than a year later, however, the bicycles had disappeared. Billy, Cloudbike and Mobit, three Belgian companies, also saw the light of day during this period. Only Mobit still survives today.

Since 2020, two additional trends have emerged in the Belgian shared bicycle landscape. The first is the arrival of shared cargo bikes in our country: Cargoroo was the first to launch in early July 2020, soon followed by Baqme and Monkey Donkey. Sadly, since 2024, Baqme and Cargoroo have no longer operated in Belgium.

The second trend is that of **regional shared bicycle systems**. This development cannot be seen in isolation from the creation of transport regions (VVRs) in Flanders and tenders for regional shared bicycle systems ('Vervoer op Maat'). Since spring 2022, it has been possible to pick up and leave Donkey Republic's shared bicycles throughout the entire Antwerp transport region. Since 2024, that zone has been further expanded to include the Mechelen and Waasland VVRs, and the number of available shared bicycles has been increased. This has been followed by further examples of regional projects with Hoppy in the Aalst, the Flemish Ardennes, Brugge, Midwest, Westhoek and Kempen, Mobit in Kortrijk, Blue-bike in Limburg, Ghent and Leuven and Nextbike in the Flemish periphery transport region. Remarkably, most regional systems have opted for a partial or full supply of electric bicycles. Along with the arrival of international players like Bolt, Dott Voi and Lime, the number of electrically assisted shared bicycles has thus increased dramatically in Belgium in recent years.

The first **shared scooters** in Belgium appeared on the streets of Brussels around summer 2018, and a little later in Antwerp



**In 2019, there were eight shared scooter providers operating simultaneously in Brussels; since 2024, the number of shared scooter operators has been limited to two.**

also. Launches also followed in cities such as Mechelen, Hasselt, Liège, Namur, Charleroi, Kortrijk, Aalst, Sint-Niklaas, and several coastal municipalities. The first shared scooters operated within a purely free-floating system: the scooters could be left anywhere in the public domain inside the operating zone. Today, the pure free-floating system no longer exists in Belgium: all cities operate with drop zones where shared scooters can be picked up and dropped off. In this way, authorities sought to curb the abusive or inconvenient parking of shared vehicles while at the same time clustering the supply more. Since its beginnings in Belgium in 2018, the shared scooter market has always been very volatile. Eight providers were operating in Brussels simultaneously in 2019, and as many as 13 shared scooter operators have been active over the years. Since 2024, new regulations have been in force in the Brussels-Capital Region, limiting the number of shared scooter operators to two.

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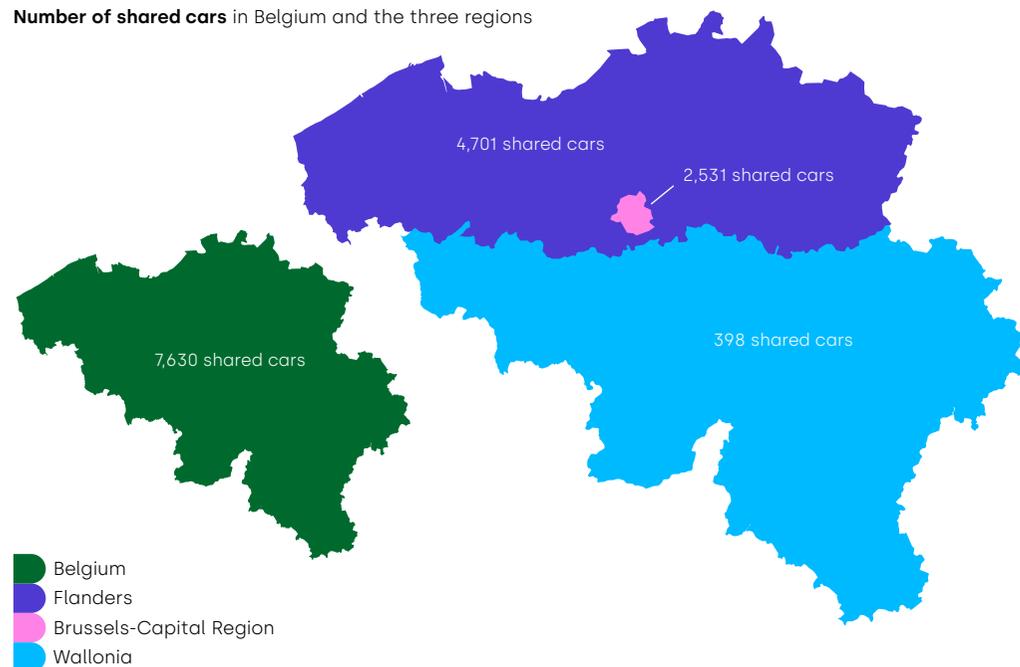
# **CAR SHARING**

## STATE OF PLAY

## How many shared cars did Belgium have in 2025?

How many car sharers are there, and how many trips do they cover collectively? How do those figures differ by form of car sharing? (See [‘What is shared mobility, and what types exist?’](#)) And what trends emerge if we consider the figures from the past few years? The answers to all these questions can be found in this section. We have data from 12 operators of shared cars in Belgium.

Number of shared cars in Belgium and the three regions



## NUMBER OF SHARED CARS IN BELGIUM

**BELGIUM HAS 7,600 SHARED CARS, OR 6.5 SHARED CARS PER 10,000 INHABITANTS, MAKING IT THE EUROPEAN LEADER IN THIS FIELD**

At the end of 2025 there were 7,630 shared cars in Belgium. The number of shared cars has thus decreased by 15% from a year earlier (-1,369 shared cars). This decline is mainly due to a contraction in the free-floating market (-1,570 cars). The withdrawal of the provider Miles from Belgium plays a major role here.

The supply of **round-trip shared cars** in Belgium rose by 9% in 2025 compared with 2024 to reach 4,129 vehicles or 54% of all shared cars in the country. There are around half as many **free-floating shared cars** as round-trip cars (2,090 cars or 27%), but this is significantly fewer than a year earlier (-43%). In addition, there are 1,411 **private cars** in Belgium that are shared on a cost-sharing basis (18%). The number of shared cars in this category fell by 10% over the year.

The number of shared cars in **Flanders** grew by 1% in 2025 over the previous year, rising to 4,701 vehicles. That represents 62% of Belgium's supply. More than half the shared cars in Flanders are owned by round-trip providers (58%). Over a quarter are private shared cars (27%) and 15% are free-floating shared cars. It is the round-trip segment and private car sharing organisations that are recording growth: 11% and 7% more shared cars respectively over the year, representing

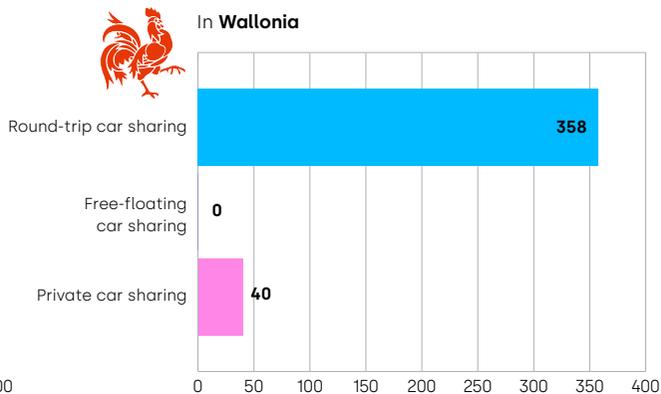
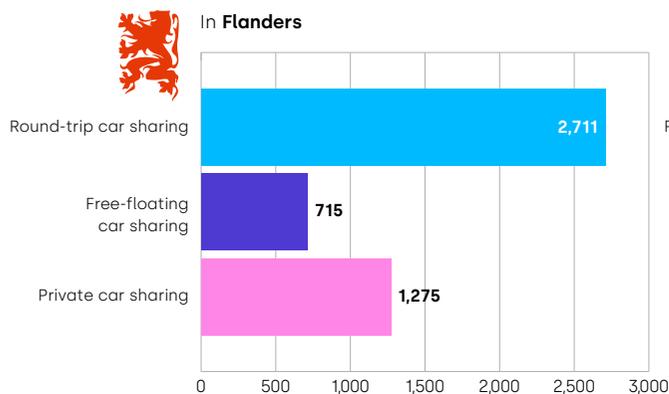
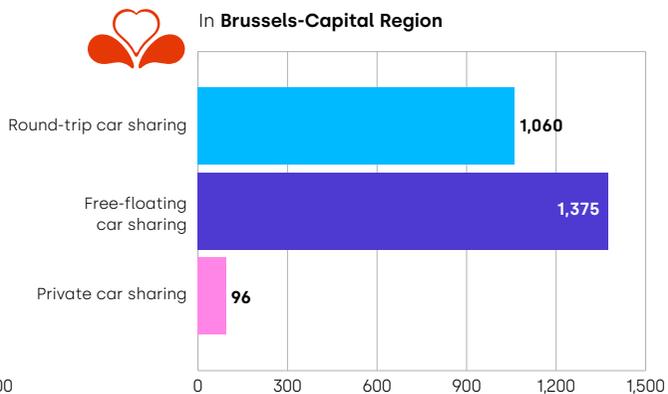
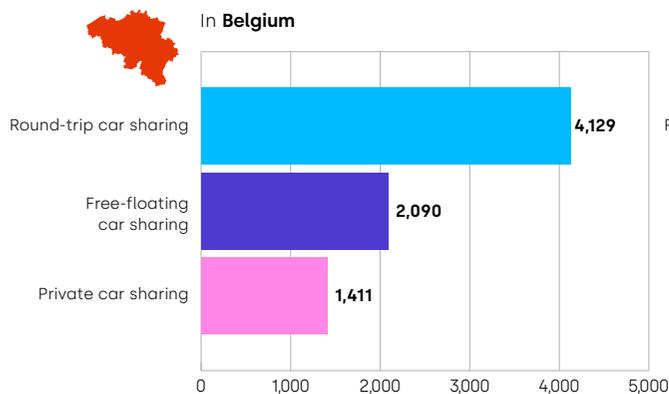
264 additional round-trip shared cars and 79 additional privately shared cars. This means that Flanders accounts for 76% of all the Belgian round-trip shared cars added in 2025. The general decline in the free-floating supply is also apparent in Flanders. The number of free-floating shared cars in Flanders fell by 30% in the space of the year.

**Brussels** recorded over 2,500 shared cars in 2025, or 33% of the supply in Belgium. The number of shared cars fell by 35% compared with a year earlier and by 49% compared with 2023. This steep decline is largely due to the reduced supply of free-floating cars. In the space of a year, 1,270 free-floating shared cars disappeared from Brussels (-48%). This represents a decrease of 2,408 (-64%) since 2023. Nevertheless, at 54%, this category continues to represent the largest share of the total number of shared cars in the region. This is followed by round-trip car sharing at 42% and private cost-sharing car sharing at 4%. The latter segment has incidentally also seen a sharp fall in the number of shared cars since 2024 (-54%).

Finally, in **Wallonia** the number of shared cars fell (-11%) to 398 vehicles or 5% of the Belgian supply. Nine in ten are round-trip shared cars, while 10% are private shared cars. The decline relative to 2024



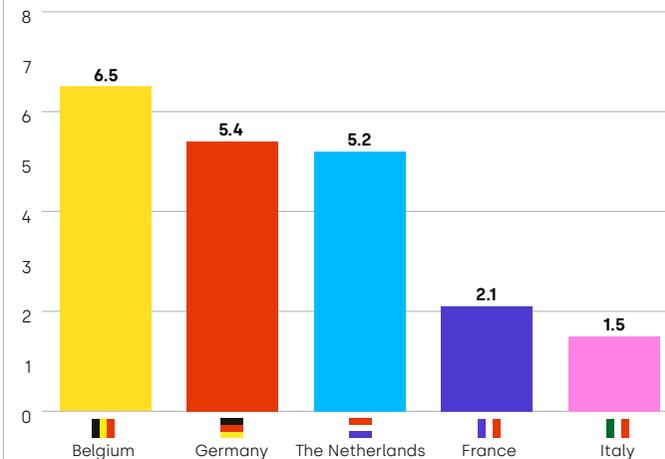
### Number of shared cars by type of car sharing



is attributable to the fall in the number of private shared cars (-74%). The number of round-trip shared cars has actually increased by 65 (+22%).

With 6.5 shared cars per 10,000 inhabitants, Belgium has the highest supply of such vehicles per capita in Europe. This becomes clear when we compare the figures from this report with the data from the INVERS Mobility Barometer on European car sharing 2025<sup>1</sup> see also the CROW report on shared mobility and the Natuurlijk!Deelmobiliteit programme report<sup>2</sup> This puts Belgium ahead of Germany (5.4), the Netherlands (5.2), France (2.1) and Italy (1.5).

### Number of shared cars per 1,000 inhabitants



<sup>1</sup> INVERS GmbH (2025). INVERS Mobility Barometer. European car sharing 2025. <https://go.invers.com/en/resources/invers-mobility-barometer-european-car-sharing-2025>

<sup>2</sup> CROW & Natuurlijk!Deelmobiliteit (2026). Staat van de deelmobiliteit 2025. <https://natuurlijkdeelmobiliteit.nl/wp-content/uploads/2026/01/Staat-van-de-deelmobiliteit-2025.pdf>

## CAR SHARING SUPPLY HAS ALMOST DOUBLED IN THE LAST FIVE YEARS

Over the medium term, the overall supply of shared cars has continued to expand in **Belgium**. During the five-year period between 2020 and 2025, the number of shared cars has almost doubled (+3,756 shared cars).

Widely contrasting developments can be seen in the number of shared vehicles across the different types of car sharing. The fleet of **round-trip shared cars** has more than doubled in these five years (+2,325 cars vs 2020), recording year-on-year growth of between 10% and 25%. The **private car sharing fleet** in Belgium remained more or less unchanged between 2020 and 2025 (+31 shared cars). The number of **free-floating shared cars** has more than tripled in the last five years, increasing by 1,400 vehicles, but this masks two consecutive years of sharp decline. Compared with 2023, the supply of free-floating shared cars had more than halved by 2025.

In 2020, Flanders accounted for 64% of all shared cars in Belgium. Five years later, that share has fallen slightly to 62%. In contrast, Brussels has seen strong growth: from 27% of the supply in 2020 to 33% in 2025. The share in Wallonia decreased slightly from 8% to 5%.

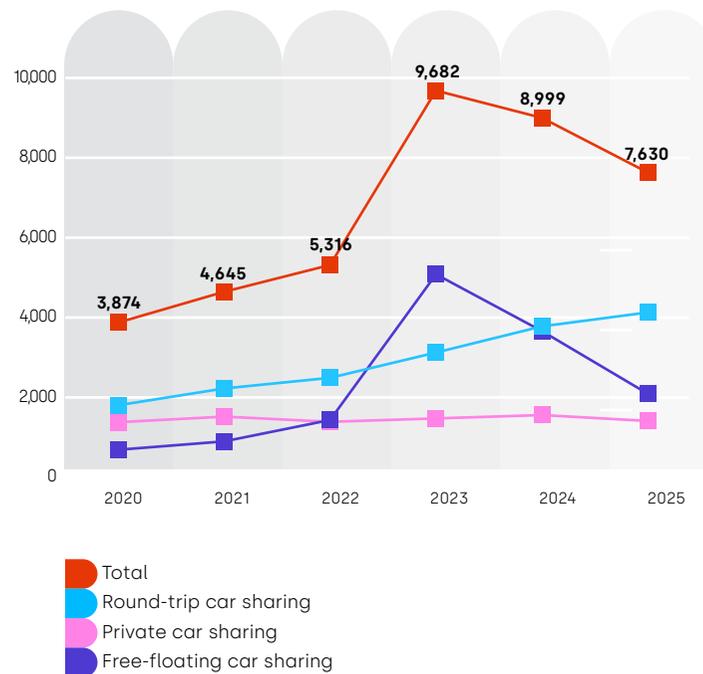
The three regions have experienced different growth trajectories in recent years. In **Flanders**, the overall balance is positive: the car sharing fleet has grown by 89% since 2020 (+2,214 shared cars). The fastest grower is the round-trip car sharing segment, with 148% growth over five years (+1,619 shared cars). The numbers of private and free-floating shared cars in Flanders have increased by 34% (+320 shared cars) and 63% (+275 shared cars) respectively since 2020.

Over this five-year period, the **Brussels-Capital Region** experienced the strongest relative growth of all Belgian regions in the number of shared cars. Between 2020 and 2025, 1,470 shared cars were added, representing an increase of 139%. This is mainly due to the sharp rise of free-floating car sharing in the capital. The free-floating supply is five and a half times greater than in 2020: 1,125 extra free-floating shared cars have been added. However, since 2023 the supply has decreased by 64%. The round-trip segment saw steady growth:

488 additional cars or a 85% increase in five years. However, the number of private shared cars fell sharply. There are now 143 fewer than in 2020 (-60%).

In **Wallonia**, 72 shared cars have been added in the past five years, an increase of 22%. The round trip supply increased 2.5 times between 2020 and 2025 (+218 vehicles). As in Brussels, the number of private shared cars has declined sharply in Wallonia over the past five years (-78%).

Historical overview of the number of **shared cars in Belgium**



## ALMOST ONE IN FIVE SHARED CARS IN BELGIUM ARE ELECTRIC

In Belgium, **1,464 shared cars were fully electric** by the end of 2025, representing 19% of all shared cars. By way of comparison, in Belgium 6.4%<sup>1</sup> of all registered passenger cars are fully electric. Shared cars play a pioneering role in the field of electrification and, in addition to their spatial impact (fewer cars on the road), they also result in lower average emissions and thus have a positive environmental impact. Of the three regions, **Flanders** accounts for the **highest proportion of electric shared cars**. By the end of 2025, almost three in ten shared cars in Flanders (29%) were fully electric. Here too, it is striking that the percentage of electric vehicles in the car sharing fleet is considerably higher than the percentage of electric passenger cars in the total fleet in Flanders, which stands at 8.8%<sup>2</sup>.

Nine in ten electric shared cars belong to a **round-trip** car sharing provider's fleet. In 2025, 32% of all round-trip shared cars in Belgium were electric. This figure stood at 18% in 2020. The remaining 10% are owned by **individuals** who share an electric car with others. The number of all-electric round-trip shared cars in Belgium increased by 19% in the space of a year. Among private cost-sharing car sharing organisations, the number of electric shared cars increased by 23%. In Flanders, the figures are even more impressive: In 2025, as many as 45% of all round-trip shared cars in Flanders were electric. Five years earlier, this figure stood at 29%.

<sup>1</sup> <https://statbel.fgov.be/nl/themas/mobiliteit/verkeer/voertuigenpark>

<sup>2</sup> <https://www.vlaanderen.be/statistiek-vlaanderen/mobiliteit/personenwagenpark>

The number of electric shared cars in Flanders has more than doubled over the past five years, rising from 642 in 2020 to 1,464 in 2025. During the same period, the proportion of electric shared cars in the total fleet in Belgium increased much less: from 13.9% to 19.2%.

Compared with neighbouring countries, Belgium and Flanders are performing exceptionally well in terms of the electrification of their car sharing fleets. As we only have figures for round-trip car sharing in Germany, we will only look at this segment.<sup>1</sup> In 2025, 32% of all round-trip shared cars in Belgium were fully electric. This is slightly lower than in the Netherlands (45%), but considerably higher than in Germany (21%) and France (8%). If we take just the figures for Flanders, the region scores as highly as the Netherlands in terms of electrification, twice as high as Germany and more than five times higher than France.



**Flanders scores as highly as the Netherlands in terms of electrification, twice as high as Germany and more than five times higher than France**

**Proportion of fully electric round-trip shared cars** in Belgium and the neighbouring countries in 2025

	Belgium	Flanders	The Netherlands	Germany	France
<b>Proportion of fully electric round-trip shared cars</b>	32%	45%	45%	21%	8%
<b>Source</b>	Way To Go	Way To Go	Advier <sup>2</sup>	Bunderverband Carsharing <sup>3</sup>	Association des Acteurs de l'Autopartage <sup>4</sup>

<sup>1</sup> Due to the absence of European definitions of the various forms of car sharing (e.g. round-trip car sharing or private car sharing), it is difficult to ascertain whether all these studies examined exactly the same category of shared cars.

<sup>2</sup> <https://natuurlijkdeelmobiliteit.nl/wp-content/uploads/2026/01/Staat-van-de-deelmobiliteit-2025.pdf>

<sup>3</sup> [https://www.carsharing.de/sites/default/files/download/2025-06/bcs\\_Jahresbericht2425.pdf](https://www.carsharing.de/sites/default/files/download/2025-06/bcs_Jahresbericht2425.pdf)

<sup>4</sup> <https://www.asso-autopartage.fr/le-cap-du-million-de-francais-inscrits-a-un-service-dautopartage-a-ete-franchi/>

## NUMBER OF ACTIVE ROUND-TRIP AND PRIVATE CAR SHARERS IN BELGIUM

### NUMBER OF ACTIVE USERS OF ROUND-TRIP AND PRIVATE CAR SHARING ROSE BY 10%

As in the case of active car sharers, we only received data from round-trip and private car sharing organisations in Belgium (see [Methodology](#)). In 2025 there were **83,210 users of round-trip and private car sharing** in Belgium who had taken at least one trip<sup>5</sup>. Flanders has more than 52,546 active users of round-trip and private car sharing, or 1.1% of driving licence holders<sup>6</sup>. The Brussels-Capital Region has more than 23,676 active users of round-trip and private car sharing, or 3.4% of driving licence holders<sup>7</sup>. Wallonia has more than 6,988 active users of round-trip and private car sharing. We have no indicative figures for Wallonia on the number of driving licence holders.

The number of active car sharers grew by 10% over the year. More than nine in 10 of these active car sharers use shared cars offered by **round-trip car sharing providers** (94%). Round-trip car sharing saw the biggest increase. In 2025, there were 11% more active car sharers in Belgium than a year earlier. Ten percent use **private shared cars** (11%). This group of users is unchanged since the previous year.

In **Flanders** the number of active car sharers rose by 13% to 52,546 in comparison with 2024. Nine in ten active car sharers in Flanders use round-trip shared cars. In **Brussels**, the number of active car sharers has increased by 3% since 2024. Finally, **Wallonia** recorded the strongest growth compared with a year earlier: 16% more active users. Remarkably, 99% of all active car sharers in Brussels and Wallonia are customers of a round-trip provider.

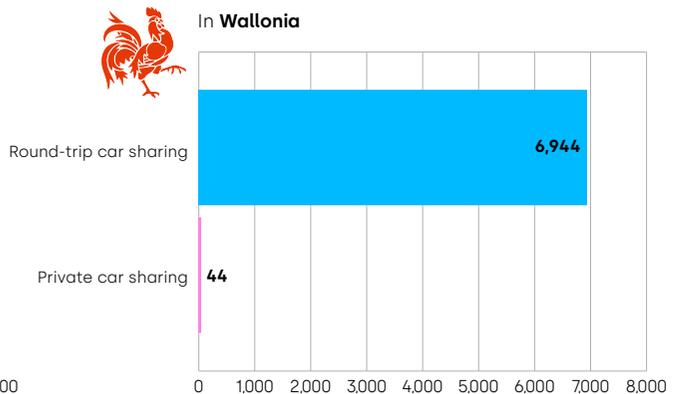
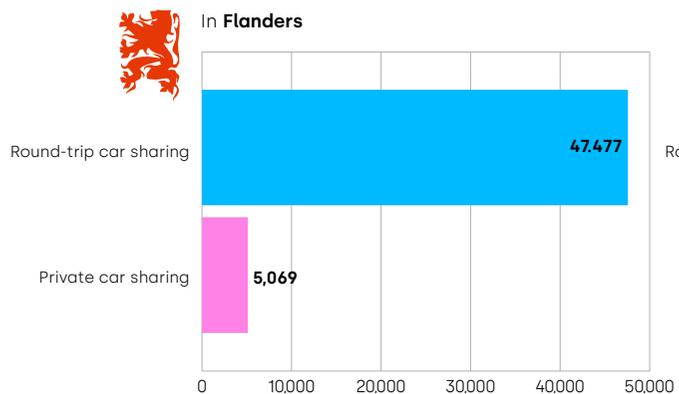
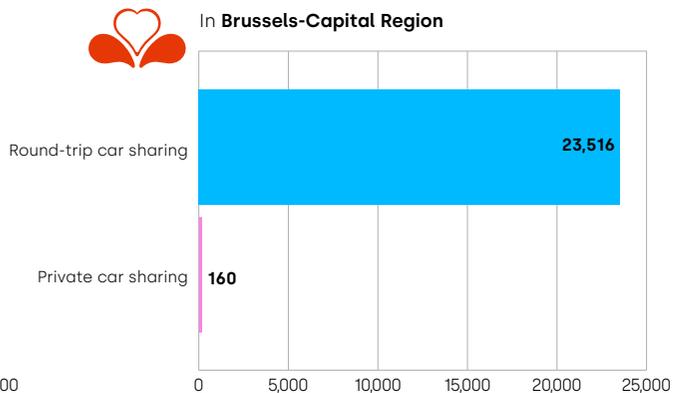
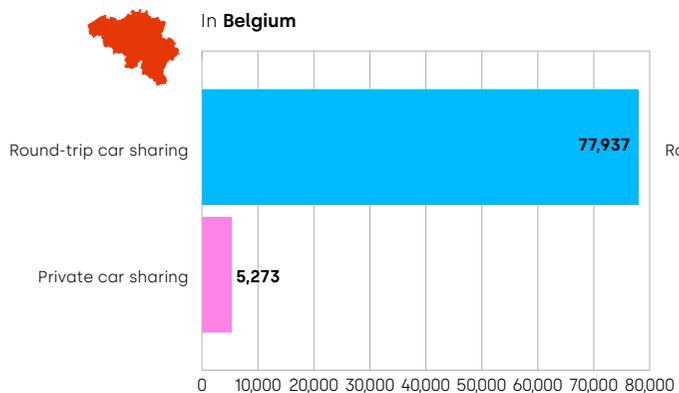
<sup>5</sup> As explained in the Methodology, we received no figures from the free-floating car sharing organisations, so this figure underestimates the real number of active car sharers in Belgium.

<sup>6</sup> Calculation method: OVG 7. 86.3% of Flemish over-18s have a driving licence // Statistiek Vlaanderen: in 2025 there were 5,548,998 over-18s in Flanders. In 2025 therefore, around 4,788,785 Flemish people had a driving licence.

<sup>7</sup> Calculation method: OVG 7. 70% over-18s in Brussels have a driving licence // BISA: in 2025 there were 987,055 over-18s in the Brussels-Capital Region. In 2025 therefore, around 690,939 Brussels residents had a driving licence.



**Number of active car sharers**  
per type of car sharing (round trip and private car sharing)



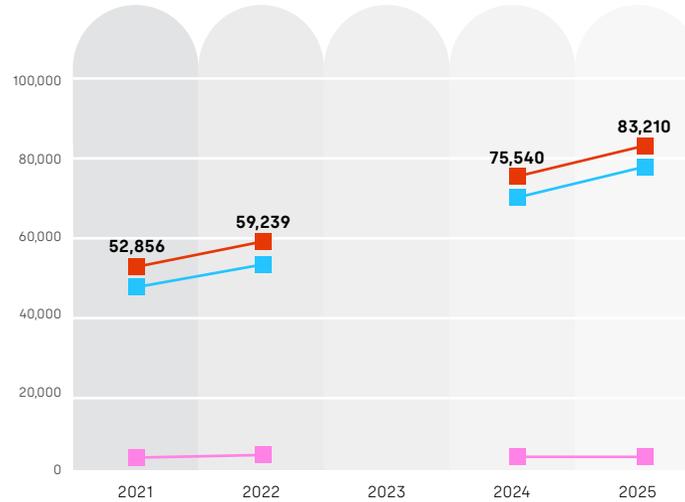
**Belgium has 83,210 active users of round-trip and private car sharing. We do not have figures for free-floating car sharing, so the actual number is probably much higher.**

## 57% MORE ROUND-TRIP AND PRIVATE CAR SHARERS IN FIVE YEARS

The first time that Way To Go had comprehensive figures on the number of active round-trip and private car sharers in Belgium was in 2021. At that time, there were nearly 53,000. Three years later, there were around 75,000 and by the end of 2025, the number had risen to 83,210. Between 2021 and 2025, an **additional 57% active round-trip and private car sharers** were added in Belgium. Between 2021 and 2025, the number of active **round-trip car sharers** in Brussels increased by 63%. The number of **private car sharers** increased by 4% over the same period, although the number of active users has fallen since the peak in 2022.

In **Flanders**, the number of active round-trip and private car sharers has increased by 56% since 2021. Both categories of car sharers have seen growth: 62% more round-trip car sharers and 14% more private car sharers. In **Brussels**, the number of active round-trip and private car sharers has increased by 46% over a four-year period. This growth can be attributed entirely to a rise in the number of active round-trip car sharers (+49%). This is because the number of active private car sharers has fallen by 67% since 2021. The greatest growth is observed in **Wallonia**. The number of active car sharers, taking the two categories together, has more than doubled in four years (+124%). As in Brussels, this can be entirely attributed to the strong growth in the number of active round-trip car sharers (up 134%). This is accompanied by a sharp decline in the number of active private car sharers in Wallonia (-70%).

Historical overview of active car sharers in **Belgium** (round-trip and private car sharing)



For 2023, we only have Flemish figures for the number of active car sharers, not Belgian figures.

- Total
- Round-trip car sharing
- Private car sharing

## NUMBER OF ACTIVE USERS PER SHARED CAR IS HIGHEST FOR ROUND-TRIP CAR SHARING

On average, each round-trip or private shared car in Belgium is used by 15 different active car sharers. However, the proportions vary greatly depending on the type of car sharing. A round-trip shared car is used on average by 19 different active customers, while for private car sharing, that ratio is four active users per shared car. Even within the round-trip segment, we observe significant differences between providers. The effective number of round-trip car sharers per shared car varies from 4 to 22.

Average number of active users **per shared car by type of car sharing** (round-trip and private car shares)

	General	Round-trip car sharing	Private car sharing
Belgium	15	19	4

## NUMBER OF ROUND-TRIP CAR SHARING JOURNEYS IN BELGIUM

In Belgium, more than **1.3 million trips** using a round-trip shared car were recorded between 1 December 2024 and 1 December 2025. That represents **8% more trips than a year earlier**. As we received no data from free-floating providers and it is difficult to provide conclusive figures on the number of trips and their distance and duration for private shared vehicles (see [Methodology](#)), this section will be limited to information on round-trip car sharing.

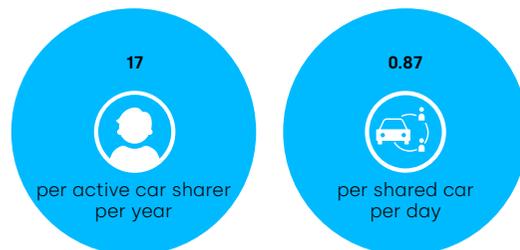
In 2025, more than 760,000 journeys were made in **Flanders** using round-trip shared cars, accounting for 58% of all such trips in Belgium and representing a 10% increase on the previous year. In **Brussels**, the number of journeys increased by 3% to over 400,000. As with the number of active car sharers, **Wallonia** also saw the strongest growth in trip numbers. The number of trips rose

by 13% to more than 143,000, or 11% of the Belgian total.

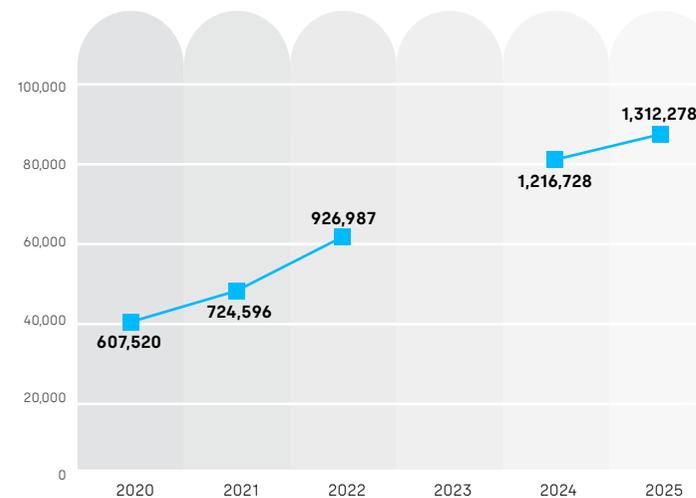
**Round-trip shared car journeys more than doubled in five years.** The number of trips made using round-trip shared cars in Belgium has more than doubled over the past five years (+116%). These have risen from 607,520 in 2021 to 1,312,278 in 2025. Round-trip car sharing thus continues to be the stable growth factor within the car

sharing landscape. In **Flanders**, the number of trips rose from 340,000 in 2021 to 764,000 in 2025 (+123%). Last year's growth of 10% is the lowest rate in the past four years. Over that period, we measured an average growth in the number of journeys of 18%. In **Brussels**, the number of trips made with round-trip shared cars rose by more than 180,000 (+83%) in four years. Finally, in **Wallonia**, the number of trips in 2025 was more than three times higher than in 2021.

**Average number of trips**  
for round-trip car sharing in Belgium



Historical overview of the number of trips using round-trip shared cars in **Belgium**



For 2023, we only have Flemish figures for the number of active car sharers, not Belgian figures.

Round-trip car sharing

5 —

# SUMMARY OF KEY FIGURES

		USERS				VEHICLES				USE						
		Number of unique users with at least one trip between 01/12/2024 and 01/12/2025	Total number of vehicles	Number of electric vehicles	Number of vehicles per 1,000 inhabitants	Number of trips between 01/12/2024 and 01/12/2025	Average trip duration for non-electric vehicles (min)	Average trip duration for electric vehicles (min)	Average trip distance for non-electric vehicles (km)	Average trip distance for electric vehicles (km)	Average number of active users per vehicle	Average number of trips per vehicle	Average number of trips per vehicle per day	Average number of trips per active user per year	Average number of trips per 1,000 inhabitants per day	
BE	TOTAL SHARED BICYCLES	1,038,061	28,158	14,628	2.38	15,879,798	0:36:10	0:51:47	2.27	3.31	36.95	565,2	1.55	15.3	3.68	
	Back-to-one	30,455	2,043	249	0.17	205,295	9:27:30	10:14:28	/	/	15.4	103,6	0.28	6.7	0	
	Back-to-many without fixed stations	711,016	15,198	11,885	1.29	6,459,367	0:14:38	0:16:28	2.35	3.3	47.1	428,3	1.17	9.1	1.5	
	Back-to-many with fixed stations	296,590	10,917	2,494	0.92	9,215,136	0:27:34	2:21:19	2.25	/	27.2	844,1	2.31	31.1	2.1	
	TOTAL SHARED SCOOTERS	1,478,480	14,301	14,301	1.21	16,239,015	/	0:11:07	/	2.34	108.3	1189,6	3.26	11	3.76	
FL	TOTAL SHARED BICYCLES	466,330	16,783	5,847	2.44	10,844,127	0:37:33	2:06:44	2.27	4.11	27.89	648,53	1.78	23.25	4.33	
	Back-to-one	26,237	1,869	199	0.27	193,334	9:23:43	10:22:26	/	/	14.5	107	0.29	7.4	0.1	
	Back-to-many without fixed stations	186,693	8,433	5,120	1.23	2,432,431	0:14:38	0:24:30	2.35	4.11	22.1	288,4	0.79	13	1	
	Back-to-many with fixed stations	253,400	6,481	528	0.94	8,218,362	0:28:58	11:52:00	2.25	/	39.1	1,268,10	3.47	32.4	3.3	
	TOTAL SHARED SCOOTERS	576,509	3,853	3,853	0.56	4,964,243	/	0:09:55	/	1.97	149.6	1288,4	3.53	8.6	2	
BXL	TOTAL SHARED BICYCLES	556,322	10,738	8,404	8.55	4,958,036	0:21:28	0:12:44	/	2.88	51.81	461,73	1.27	8.91	10.82	
	Back-to-one	3,383	112	38	0.09	9,568	10:36:14	5:35:39	/	/	30.2	85,4	0.23	2.8	0.02	
	Back-to-many without fixed stations	510,393	6,400	6,400	5.10	3,963,346	/	0:12:06	/	2.87	79.7	619,3	1.7	7.8	8.6	
	Back-to-many with fixed stations	42,546	4,226	1,966	3.37	985,122	0:16:00	0:15:00	/	/	10.1	233,1	0.64	23.2	2.1	
	TOTAL SHARED SCOOTERS	781,573	7,221	7,221	5.75	9,502,000	/	0:11:52	/	2.54	108.2	1,315,90	3.61	12.2	20.7	
WAL	TOTAL SHARED BICYCLES	15,409	637	377	0.17	77,635	1:49:21	0:11:22	/	2.35	29.52	148,73	0.41	5.04	0.06	
	Back-to-one	835	62	12	0.02	2,393	9:19:00	/	/	/	13.5	38,6	0.11	2.9	0	
	Back-to-many without fixed stations	13,930	365	365	0.10	63,590	/	0:11:22	/	2.35	38.2	174,2	0.48	4.6	0.05	
	Back-to-many with fixed stations	644	210	0	0.06	11,652	0:17:00	/	/	/	3.1	55,5	0.15	18,1	0.01	
	TOTAL SHARED SCOOTERS	120,398	3,227	3,227	0.87	1,772,772	/	0:10:30	/	2.26	46.7	687,9	1.88	14.7	1.3	

		USERS	SHARED CARS		TRIPS			
		Number of unique users with at least one trip between 01/12/2024 and 01/12/2025	Number of shared cars	Number of electric shared cars	Average number of active users per shared car	Number of trips between 01/12/2024 and 01/12/2025	Average number of trips per shared car per day	Average number of trips per active user per year
BE	<b>TOTAL</b>	/	<b>7,630</b>	<b>1,464</b>	/	/	/	/
	Round-trip car sharing	77,937	4,129	1,330	19	1,312,278	0.87	17
	Free-floating car sharing	/	2,090	0	/	/	/	/
	Private car sharing	5,273	1,411	134	4	/	/	/
FL	<b>TOTAL</b>	/	<b>4,701</b>	<b>1,338</b>	/	/	/	/
	Round-trip car sharing	47,477	2,711	1,209	18	764,249	0.77	16
	Free-floating car sharing	/	715	0	/	/	/	/
	Private car sharing	5,069	1,275	129	4	/	/	/
BXL	<b>TOTAL</b>	/	<b>2,531</b>	<b>87</b>	/	/	/	/
	Round-trip car sharing	23,516	1,060	84	22	404,521	1.05	17
	Free-floating car sharing	/	1,375	0	/	/	/	/
	Private car sharing	160	96	3	2	/	/	/
WAL	<b>TOTAL</b>	/	<b>398</b>	<b>39</b>	/	/	/	/
	Round-trip car sharing	6,944	358	37	19	143,508	1.2	21
	Free-floating car sharing	/	/	/	/	/	/	/
	Private car sharing	44	40	2	1.1	/	/	/

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# GLOSSARY

**Car sharing:**

the alternating and systematic use of a car by different natural or legal persons at different times.

**Bicycle-sharing:**

the alternating and systematic use of a bicycle by different natural or legal persons at different times.

**Scooter-sharing:**

the alternating and systematic use of a scooter by different natural or legal persons at different times.

**Car sharing provider:**

a legal entity that provides and/or facilitates the sharing of vehicles to its members for their use on an alternating and systematic basis.

**Bicycle-sharing provider:**

a legal entity that provides and/or facilitates the sharing of bicycles to its members for their use on an alternating and systematic basis.

**Scooter-sharing provider:**

a legal entity that provides and/or facilitates the sharing of scooters to its members for their use on an alternating and systematic basis.

**Registered user:**

a person who is a customer or member of a car, bicycle or scooter-sharing provider, whether or not by paying an entry fee and/or a periodic subscription fee. Membership gives the user access to the provider's shared vehicles.

**Active user:**

a registered user who has made at least one trip using a shared car, bicycle or scooter in the last year.

**Car sharing trip duration:**

the total time during which the user has exclusive access to the shared car, regardless of the actual driving time. This could also be described as **reservation time**. A typical trip using a round-trip or privately shared car consists of

a journey from location A to location B, a time period during which the shared car is stationary and a journey back from B to A. Thus, the trip time or reservation time is longer than the actual riding time. In free-floating car sharing, 'one way' trips (from A to B) are much more frequent, so the actual driving time more closely matches the journey time.

**Average car sharing trip time and distance:**

to calculate average trip time and distance for a given car sharing organisation segment we used weighted averages. This means that the relative share of a given car sharing organisation (based on the total number of trips) is taken into account.

**Average number of active users per shared vehicle:**

the quotient of the number of a car, bicycle or scooter provider's active users and the number of shared vehicles it offers.

**Average number of trips per active user:**

the quotient of the number of trips made using vehicles from car, bicycle or scooter-sharing providers between 01/12/2024 and 01/12/2025 and the number of active users registered with the same organisation.

**Average number of trips per shared vehicle:**

the quotient of the number of trips made using vehicles from car, bicycle or scooter-sharing providers between 01/12/2024 and 01/12/2025 and the number of vehicles registered with the same organisation.

**Number of vehicles per 1,000 inhabitants:**

the quotient of the number of shared vehicles present in a city, district or region and the number of inhabitants in the same area, multiplied by 1,000.

**Number of vehicles per 1,000 inhabitants per day:**

the quotient of the number of shared vehicles present in a city, district or region and the number of inhabitants in the same area, multiplied by 1,000. The result of these operations is divided by 365.

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# ANNEXES



## SUMMARY OF SHARED MOBILITY PROVIDERS IN BELGIUM SINCE STARTING DATE

TYPE OF SHARED MOBILITY	PLATFORM	REGION	STARTED	ENDED
<b>ROUND-TRIP CAR SHARING</b>	BattMobility	Flanders	2017	
	Bolides	Flanders	2012	2020 (still only B2B)
	cambio Brussel	Brussels	2003	
	cambio Flanders	Flanders	2004	
	cambio Wallonia	Wallonia	2002	
	Claus2you	Flanders	2021	
	Clem	Brussels	2025	
	CoopStroom	Flanders	2019	
	Flexigo	Flanders	2021	
	Justdrive	Flanders	2019	2020
	Klimaan	Flanders	2021	
	Mobilize Share (previously Share Mobility)	Flanders and Wallonia	2020	
	Partago	Flanders	2015	2023
	Stapp.in	Flanders	2016	
	Ubeeqo	Brussels	2016	2019
	Wibee	Wallonia	2014	
Zen Car	Brussels and Flanders	2011	2020	
<b>FREE-FLOATING CAR SHARING</b>	Drivenow	Brussels	2016	2019
	GreenMobility	Flanders	2020	2024
	GreenMobility	Brussels	2020	2023
	MILES	Flanders and Brussels	2022	2025
	Poppy	Flanders	2018	
	Poppy	Brussels	2019	
	Poppy	Wallonia	2023	2024
	Zipcar	Brussels	2016	2019
<b>PRIVATE CAR SHARING</b>	Cozywheels	Belgium	2003	
	Dégage!	Flanders and Brussels	1998	
<b>BACK-TO-ONE SHARED BICYCLES</b>	Blue-bike	Belgium	2011	
	cambio	Flanders and Brussels	2012	2025
	Cargoroo	Flanders	2020	2024
	CoopStroom	Flanders	2022	2024
	Cozywheels	Belgium	2021	
	Dégage!	Flanders	2018	
	Monkey Donkey	Flanders and Brussels	2021	
	Stapp.in	Flanders	2023	
	Trapido	Flanders	2017	2019
	Urbee	Flanders	2018	2022

TYPE OF SHARED MOBILITY	PLATFORM	REGION	STARTED	ENDED
<b>BACK-TO-MANY SHARED BICYCLES WITHOUT FIXED STATIONS AND FREE-FLOATING SHARED BICYCLES</b>	Baqme	Flanders	2022	2024
	Billy	Brussels	2017	2022
	Bolt	Belgium	2022	
	Cloudbike	Flanders	2018	2022
	Donkey Republic	Flanders	2019	
	Dott	Flanders and Brussels	2021	
	Dott	Wallonia	2025	
	GoBee Bike	Brussels	2017	2018
	Hoppy	Flanders	2023	
	Lime (JUMP/Uber after takeover)	Brussels	2021	2025
	Mobit	Flanders	2017	
	Nextbike	Flanders	2025	
	oBike	Brussels	2017	2018
	Poppy	Brussels	2022	2023
	Smove.City	Flanders	2022	2023
Voi	Brussels	2023		
<b>BACK-TO-MANY SHARED BICYCLES WITH FIXED STATIONS</b>	Blue-bike	Flanders	2023	
	Li Bia Velo	Wallonia	2021	
	Velo	Flanders	2011	
	Villo!	Brussels	2006	
<b>BACK-TO-MANY AND FREE-FLOATING SHARED SCOOTERS</b>	Bird	Flanders	2018	2025
	Bird	Brussels	2018	2019
	Bodaz	Brussels	2023	2024
	Bolt	Belgium	2021	
	Circ	Flanders and Brussels	2019	2020
	Dott	Belgium	2019	
	Gliize	Brussels	2023	2024
	Hive	Brussels	2019	2019
	Hoppy	Flanders	2020	
	Lime	Flanders	2018	
	Lime	Brussels	2018	2025
	Pony	Brussels	2021	2024
	Pony	Wallonia	2021	
	Poppy	Flanders and Brussels	2018	2024
	TIER	Brussels	2019	2024 (merger with Dott)
	Troty	Flanders and Brussels	2018	2019
	Voi	Flanders	2021	
Voi	Brussels	2021	2024	
Wind	Brussels	2019	2019	

# COLOPHON

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