RÉPUBLIQUE FRANÇAISE
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Égalité
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Cerema
CLIMAT & TERRITOIRES DE DEMAIN

JOURNÉES EUROPÉENNES DE LA MOBILITÉ DE STRASBOURG 2024

Mobilités dans les territoires : le défi de la demande

16 et 17 mai 2024



Strasbourg.eu
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gart
LA MOBILITÉ EN COMMUN

UTP
Union des Transports Publics et ferroviaires

mot

Université Gustave Eiffel

FÉDÉRATION NATIONALE DES AGENCES D'URBANISME
FNAU

ADEUS
Agence d'urbanisme de Strasbourg Rhin supérieur

POLIS

Ouverture des Journées



Christian Schwartz, Adjoint au Directeur de l'INET



Pascal Berteaud, Directeur général du Cerema



Jean-Marc Offner, Président de l'Ecole urbaine de Sciences Po Paris, Grand témoin des JEMS 2024

Conférence d'ouverture



Christoph Erdmenger, Directeur du Département "Mobilité durable" du Ministère des Transports du Baden-Württemberg

Focus sur les objectifs climatiques : L'approche du Baden-Württemberg en matière de planification des transports

Baden-Württemberg
MINISTRY OF TRANSPORT

Focus on climate targets: the Baden-Württemberg approach to transport planning

Christoph Erdmenger, Ministry of Transport Baden-Württemberg

Strasbourg, 16 May 2024

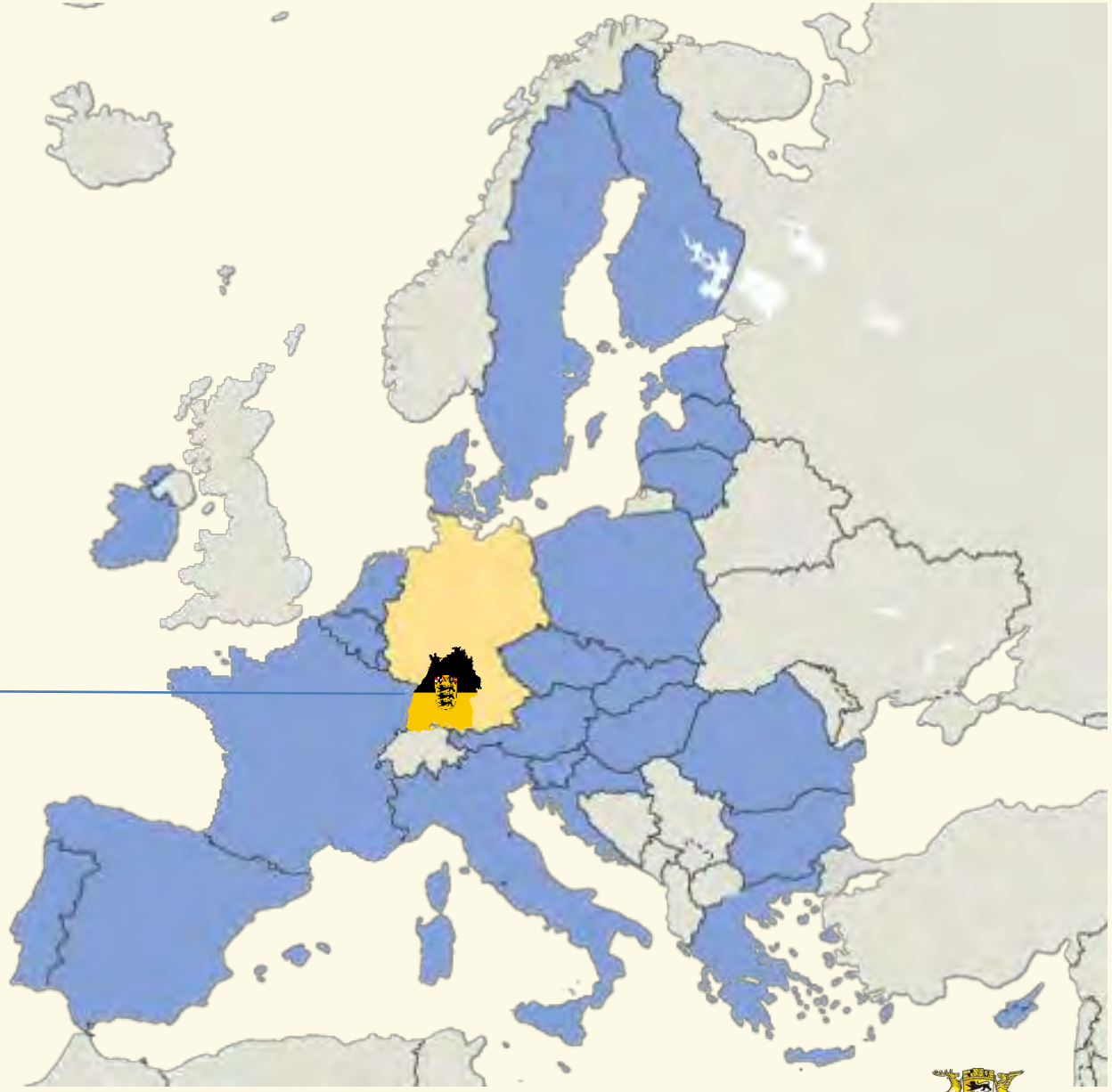


LOCATING BADEN-WÜRTTEMBERG

POPULATION
11.1 million

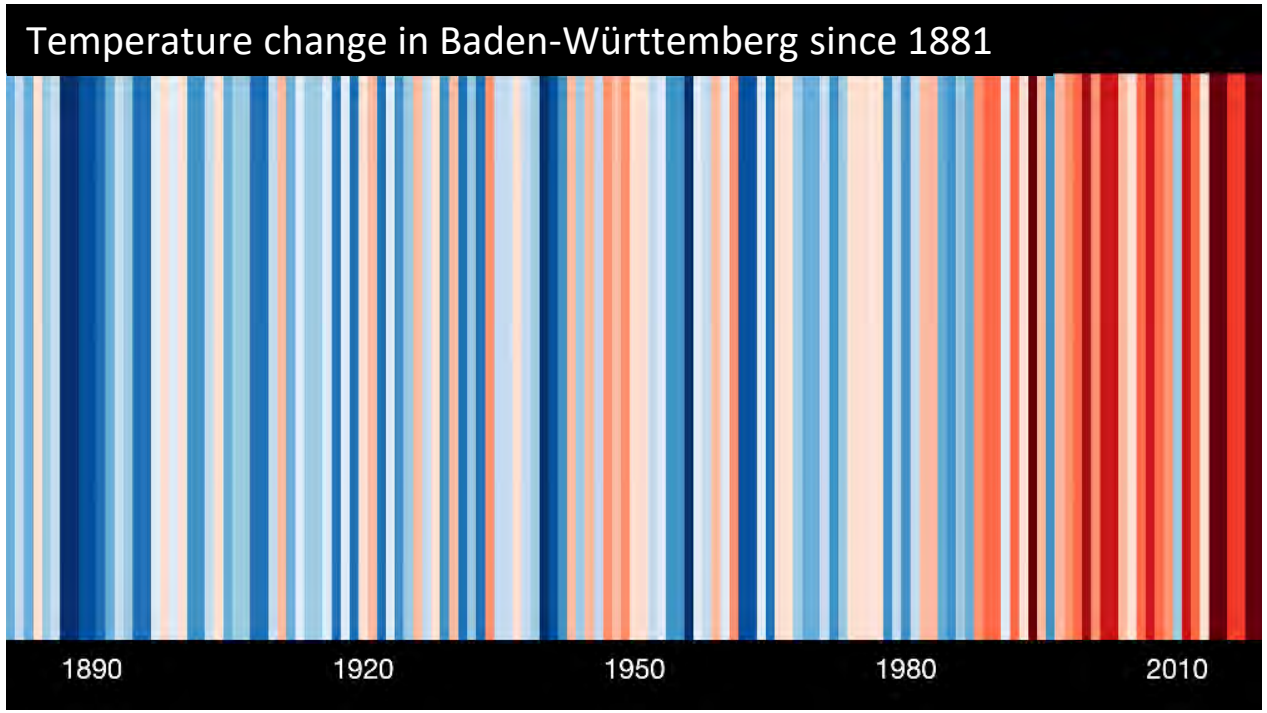
TOTAL LAND AREA
35.748 km²





Baden-Württemberg

Climate protection requires a profound transformation of our mobility system



Source: wetter.de *© Ed Hawkins (University of Reading)*

Climate goals for Baden-Württemberg:

2030

-65% CO_2 in all sectors

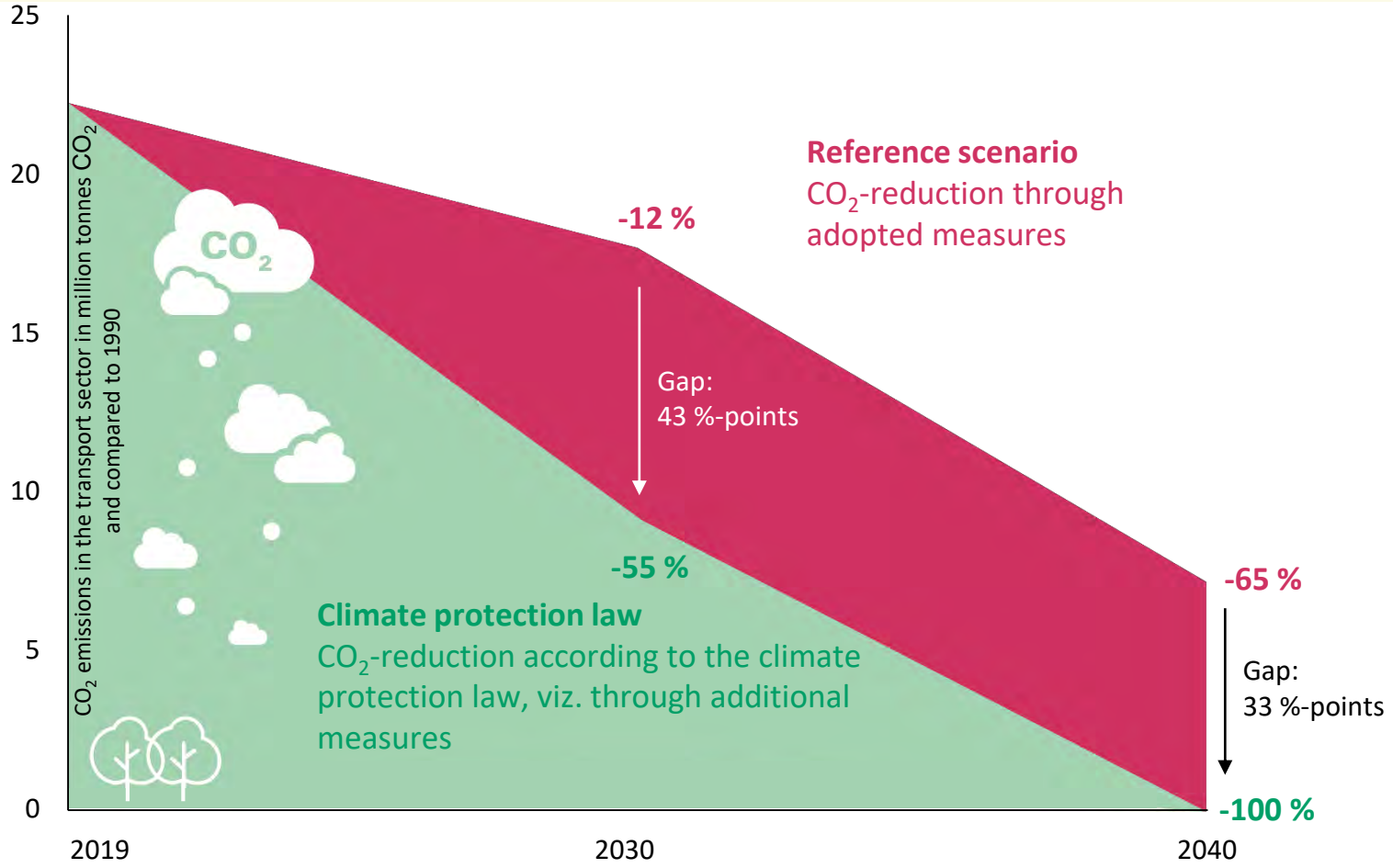
-55 % CO_2 in the transport sector

(compared to 1990)

2040

all sectors are climate-neutral

Possible developments



Source: Calculations of Intraplan and Trimode

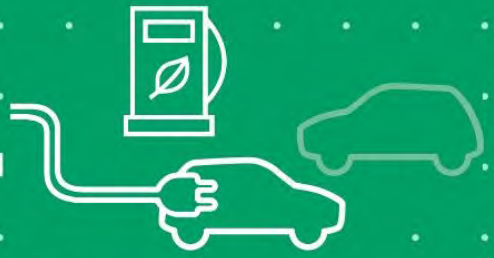
Our goal: transforming the transport sector by 2030



Double the use of public transport

−55% CO_2*

*compared to 1990



One in two cars is powered by renewable energy



Half of all freight is transported by climate-neutral means



One fifth less car traffic in cities and rural areas



One in two trips is done walking or by bike



Mobility and Climate Concept (MCC)

for the State of Baden-Württemberg



regional guiding principles to transform the transport sector

STATE MOBILITY ACT
legal basis to transform the transport sector

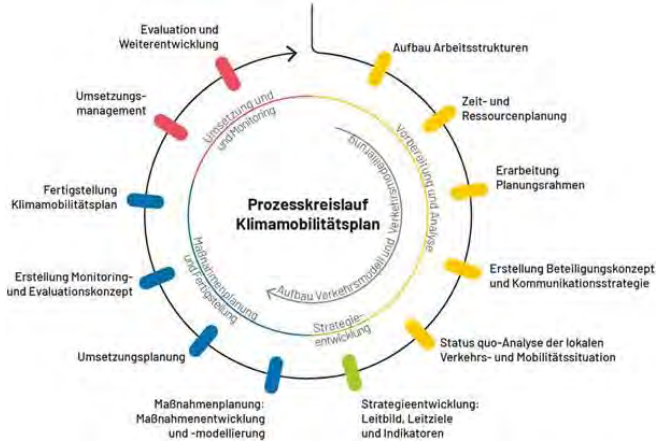
Baden-Württemberg

Local Approach: Climate Mobility Plans (SUMP)



© Rupprecht Consult 2019

Baden-Württemberg approach: Climate Mobility Plans



© Ministry of Transport BW

Baden-Württemberg

Focus on climate targets: the Baden-Württemberg approach to transport planning

Climate goals for Baden-Württemberg:

2030

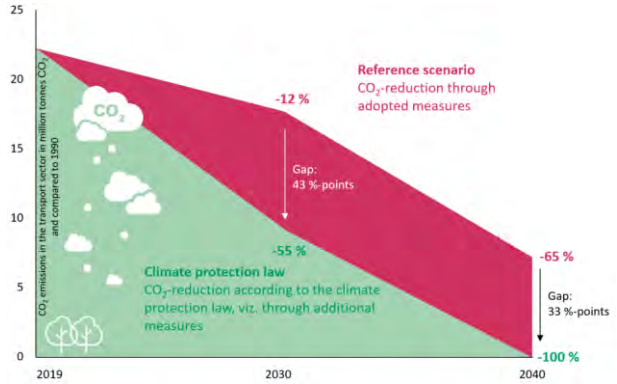
-65% CO_2 in all sectors

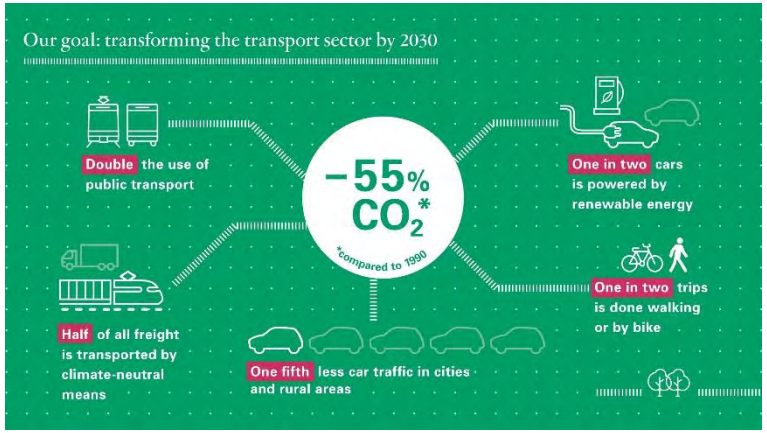
-55 % CO_2 in the transport sector

(compared to 1990)

2040

all sectors are climate-neutral





Implementation



Mobility and Climate Concept



Climate Mobility Plans

Baden-Württemberg







Instruments





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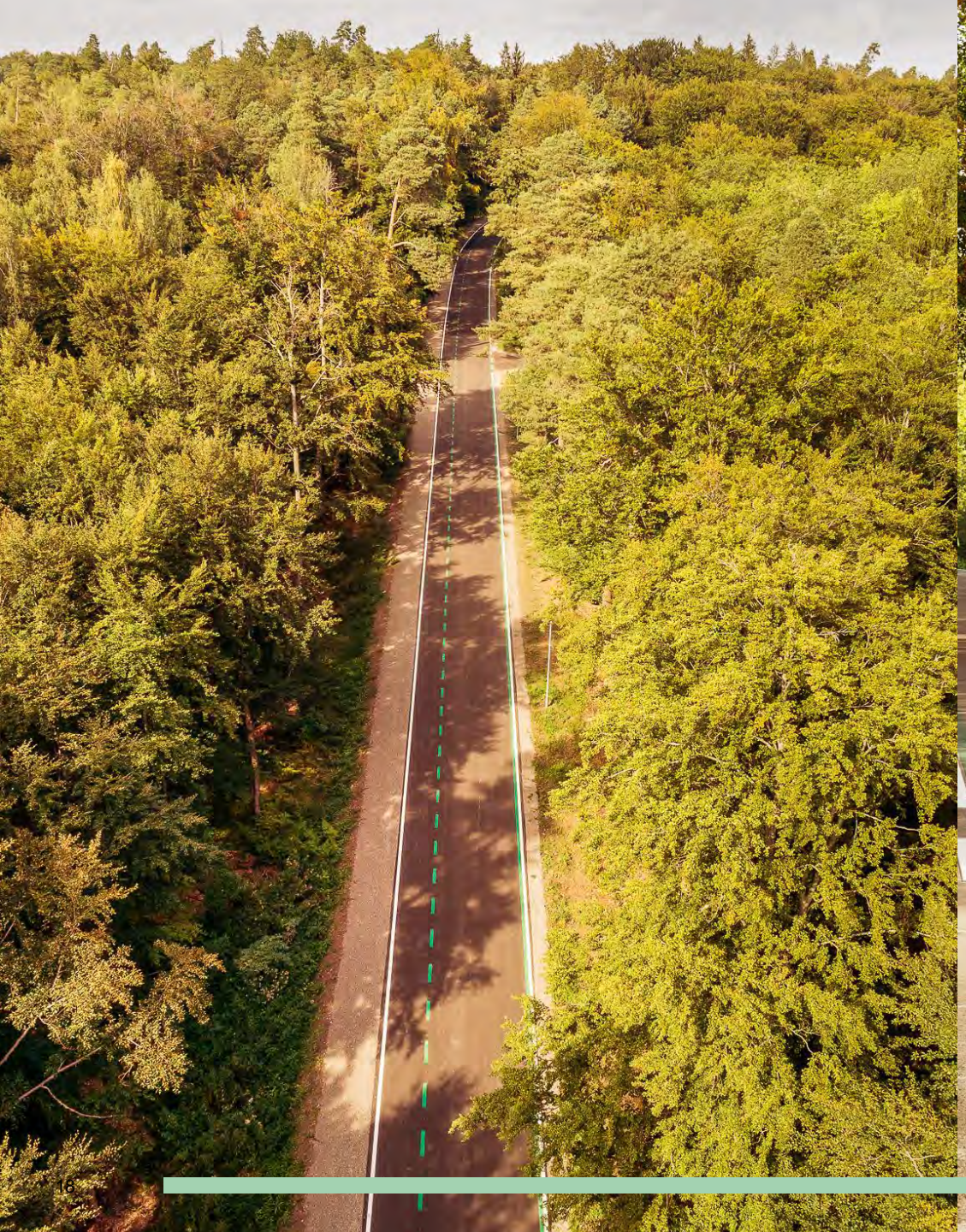
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© Ministry of Transport BW (Marius Heimberger)





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Baden-Württemberg



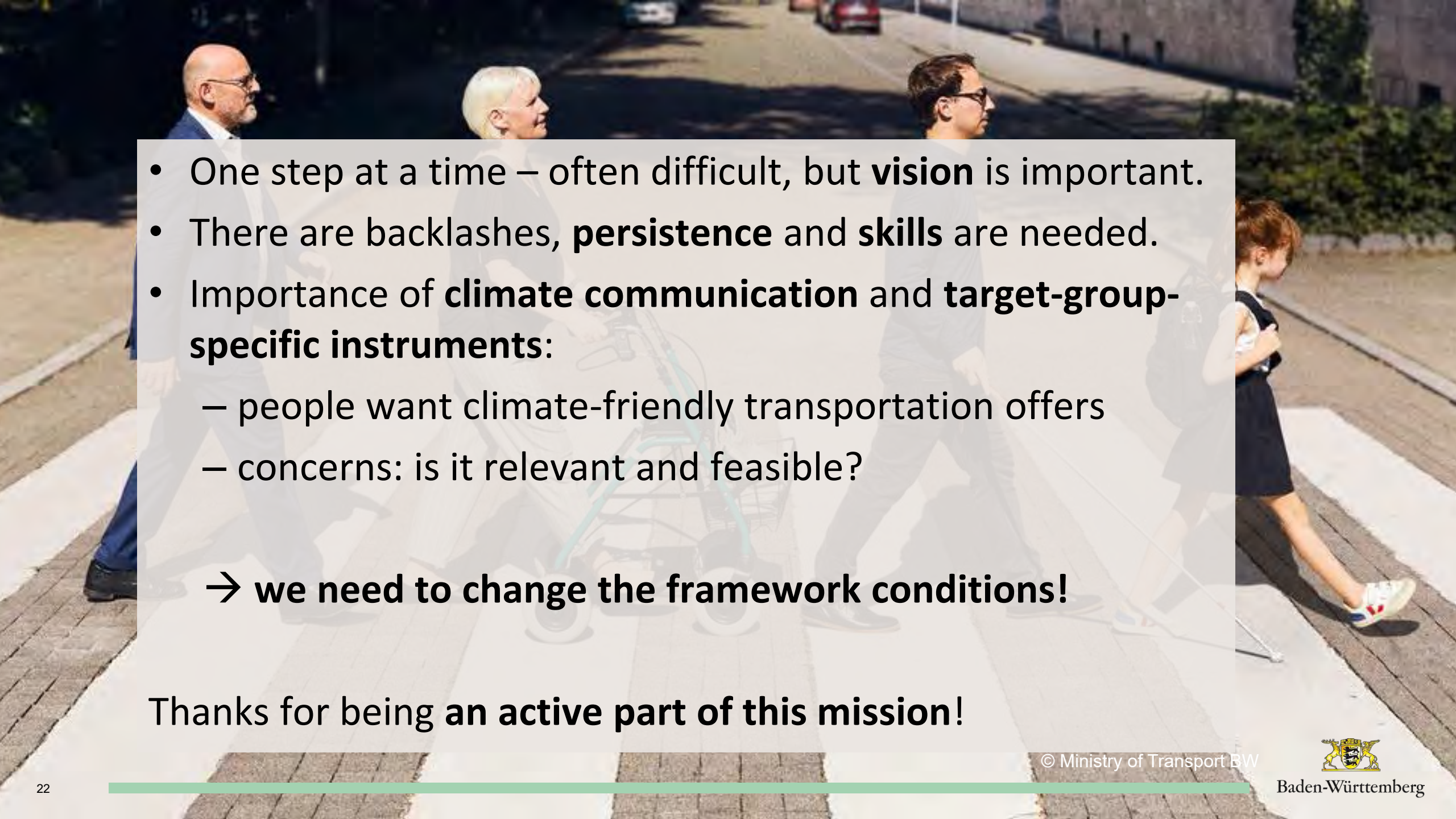
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- One step at a time – often difficult, but **vision** is important.
- There are backlashes, **persistence** and **skills** are needed.
- Importance of **climate communication** and **target-group-specific instruments**:
  - people want climate-friendly transportation offers
  - concerns: is it relevant and feasible?

→ **we need to change the framework conditions!**

Thanks for being **an active part of this mission**!

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Thank you!

Ministry of Transport Baden-Württemberg

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Session 1
Habitants et territoires : des attentes conciliables ?

Justine Contor, Alice Michaux, Université de Liège
Réflexion à propos des enjeux de genre liés à la transition mobilitaire, afin que celle-ci soit profitable à toutes et tous

Lucia Mejia Dorantes, Lidia Montero, Jaume Barelo, Universitat Politecnica de Catalunya
Repenser les mobilités : implications politiques de l'utilisation d'indicateurs de fragmentation des séquences d'activités individuelles

Lluis Martinez, Imre Keserü, Thiri Soe, Vrije Universiteit Brussel, Deloitte
Faire progresser la mobilité urbaine durable et inclusive : leçons tirées d'interventions temporaires

Agathe Collard, Agence du Climat de Strasbourg
Le conseil en mobilité décarbonée : un outil d'accompagnement au changement de comportement

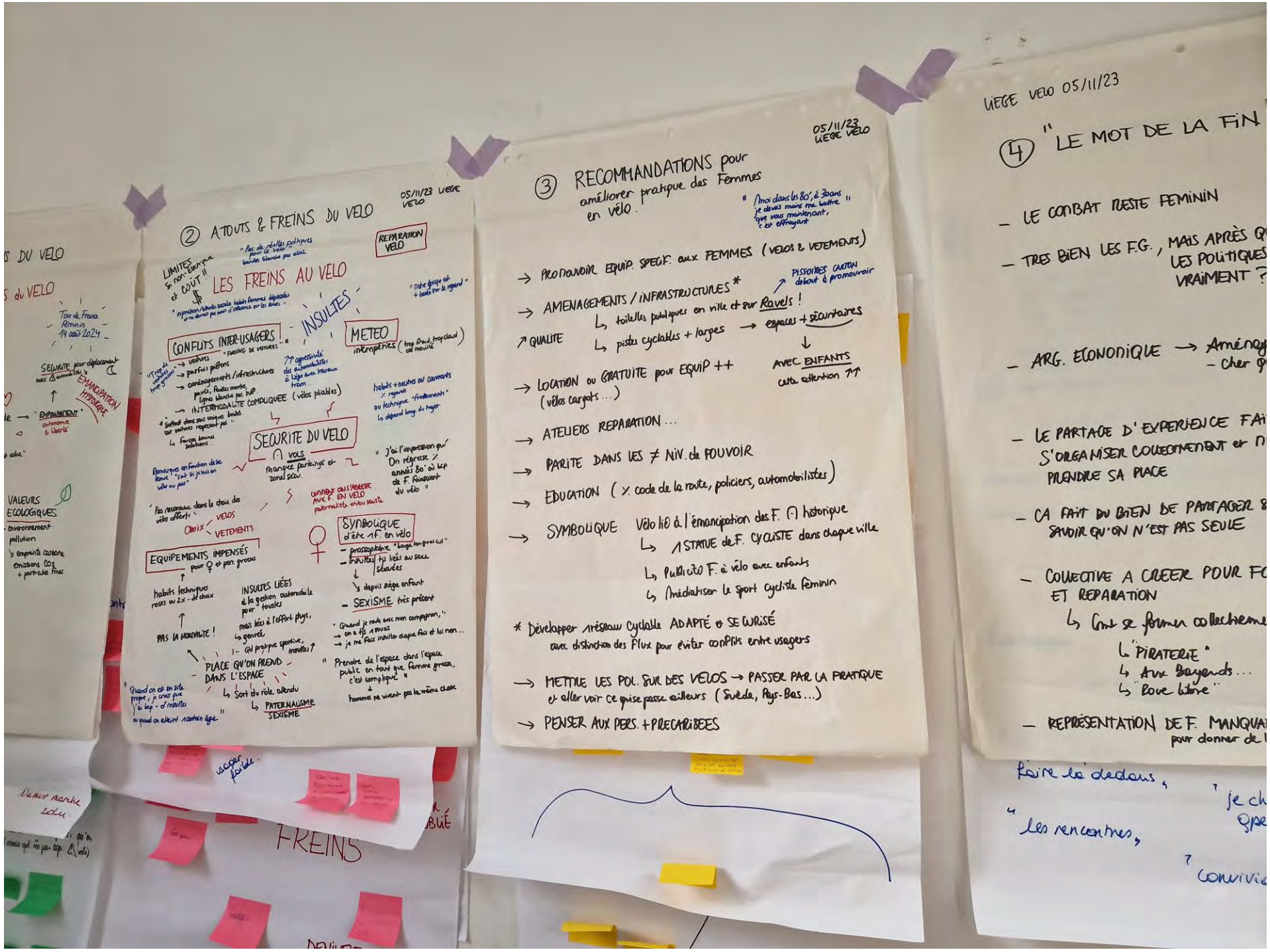
Bénédicte Rozes, MOBICOOP
Quels accompagnements des habitants pour changer les mobilités, témoignage croisé décideur, opérateur, animateur

Genre et transition mobilitaire pour toutes et tous : éléments de réflexions

Journées Européennes de la Mobilité de Strasbourg 16 & 17 mai 2024

Alice Michaux et Dr. Justine Contor

LIÈGE université


② ATOUTS & FREINS DU VELO
05/11/23 LIEGE VELO
LES FREINS AU VELO
REPARATION VELO
INSULTES
CONFLITS INTER-USAGERS
METEO
SECURITE DU VELO
EQUIPEMENTS IMPENSÉS
SYMBOLIQUE d'être 1F. en vélo
SEXISME très présent
PLACE QU'ON PREND DANS L'ESPACE
PATERNALISME SEXISME
③ RECOMMANDATIONS pour améliorer pratique des Femmes en vélo.
05/11/23 LIEGE VELO
→ PROMOUVOIR EQUIP. SPECIF. aux FEMMES (VELOS & VETEMENTS)
→ AMENAGEMENTS / INFRASTRUCTURES *
↗ QUALITE
→ LOCATION ou GRATUITE pour EQUIP ++ (vélos cargots ...)
→ ATELIERS REPARATION ...
→ PARITE DANS LES ≠ NIV. de POUVOIR
→ EDUCATION (≠ code de la route, policiers, automobilistes)
→ SYMBOLIQUE Vélo lié à l'émancipation des F. ⊃ historique
* Développer réseau cyclable ADAPTÉ & SECURISÉ avec distinction des Flux pour éviter conflits entre usagers
→ METTRE LES POL. SUR DES VELOS → PASSER PAR LA PRATIQUE et aller voir ce qui se passe ailleurs (Suède, Pays-Bas ...)
→ PENSER AUX PERS. + PRECARISEES
LIEGE VELO 05/11/23
④ "LE MOT DE LA FIN"
- LE COMBAT RESTE FEMININ
- TRES BIEN LES F.G., MAIS APRÈS QU
LES POLITIQUES
VRAIMENT ?
- ARG. ECONOMIQUE → Aménag
- Cher
- LE PARTAGE D'EXPERIENCE FAI
S'ORGANISER COLLECTIVEMENT et
PRENDRE SA PLACE
- CA FAIT DU BIEN DE PARTAGER
SAVOIR QU'ON N'EST PAS SEULE
- COLLECTIVE A CREER POUR FO
ET REPARATION
↳ "PIRATERIE"
↳ "Roue libre"
- REPRÉSENTATION DE F. MANQUA
pour donner de
Faire le dedans,
"Les rencontres,
Convivi
FREINS

Contexte de la recherche et méthodologie

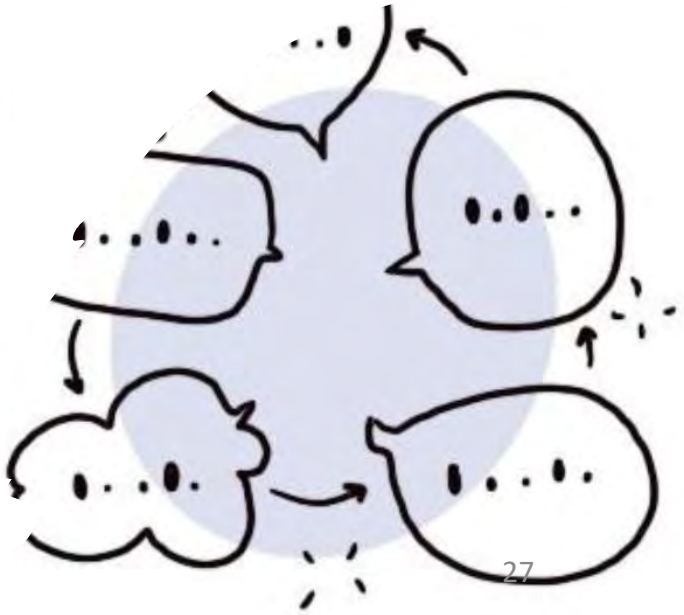
- 3 territoires : Liège, Namur et Gembloux
- 3 prestataires
- Équipe interdisciplinaire

- *3 méthodes* :

  23 Focus groups
  12 Marches exploratoires
  6 Balades vélo







Eléments théoriques

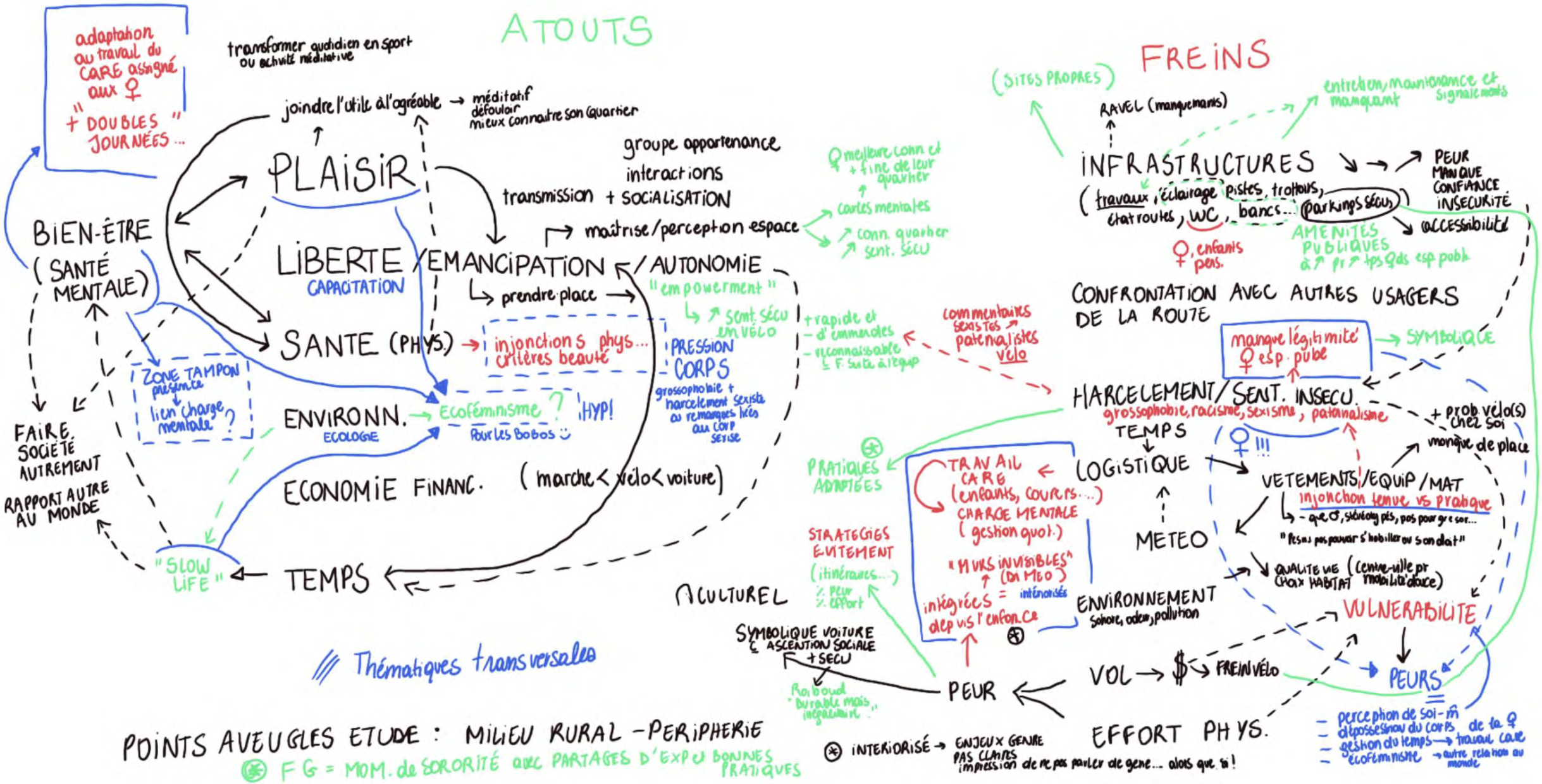
Genre et mobilité ?

- Une construction sociale, un processus relationnel et un rapport de pouvoir qui s'intrique avec d'autres rapports de pouvoir (Blidon, 2017, p.7-8)
- Ne pas confondre genre et sexe
- Le poids des normes de genre sur les pratiques urbaines au quotidien
- Effets de la condition féminine sur les usages de mobilité (Demoli et Gilow, 2019)

Épistémologie féministe

- Interroger le genre ne peut se faire en dehors d'une épistémologie féministe
- L'impossible neutralité de l'enquêteur·rice
- Un savoir situé / intéressé produit une objectivité forte
- Le genre comme une catégorie d'analyse et non un objet ou une « donnée » à observer

(Clair, 2016; Bracke et Puig de la Bellacasa, 2013)


ATOUTS
FREINS
adaptation au travail du CARE assigné aux ♀
" + DOUBLES JOURNÉES ..."
transformer quotidien en sport ou activité méditative
joindre l'utile à l'agréable → méditatif défouler mieux connaître son quartier
PLAISIR
groupe appartenance
interactions
transmission + SOCIALISATION
maîtrise/perception espace
♀ meilleure conn. et + fine de leur quartier
cartes mentales
conn. quartier sent. sécu
BIEN-ÊTRE (SANTÉ MENTALE)
LIBERTÉ / ÉMANCIPATION / AUTONOMIE
CAPACITATION
" empowerment "
prendre place
SANTÉ (PHYS.)
injonctions phys... critères beauté
PRESSION CORPS
grossophobie + harcèlement sexiste ou remarques liées au CORP SEXISE
sent. sécu en VÉLO
ZONE TAMPON présence → lien charge mentale ?
ENVIRONN. ECOLOGIE
Ecoféminisme ? HYP!
pour les BOBOS
FAIRE SOCIÉTÉ AUTREMENT
RAPPORT AUTRE AU MONDE
ECONOMIE FINANC.
(marche < vélo < voiture)
"SLOW LIFE"
TEMPS
+ rapide et
- d'emmerdes
- reconnaissable
≤ F. suite à l'effort
commentaires sexistes → paternalistes vélo
(SITES PROPRES)
RAVEL (manquements)
entretien, maintenance et signalements manquant
INFRASTRUCTURES
(travaux, éclairage, pistes, trottoirs, état routes, WC, bancs..., parkings sécu)
PEUR MANQUE CONFIANCE INSÉCURITÉ
ACCESSIBILITÉ
♀, enfants pers.
AMENITÉS PUBLIQUES à ↗ pr ↗ tps qds esp publ
CONFRONTATION AVEC AUTRES USAGERS DE LA ROUTE
manque légitimité ♀ esp. publ
SYMBOLIQUE
HARCELEMENT / SENT. INSECU.
grossophobie, racisme, sexisme, paternalisme
+ prob. vélo(s) chez soi
manque de place
TEMPS
LOGISTIQUE
♀ !!!
VETEMENTS / EQUIP / MAT
injonction tenue vs pratique
- qq ♂, stéréotypes pés, pas pour grosse...
"pas pouvoir s'habiller ou son chat"
METEO
QUALITÉ VIE (centre-ville pr choix HABITAT mobilité douce)
ENVIRONNEMENT sonore, odeur, pollution
VULNÉRABILITÉ
PEURS
PRATIQUES ADAPTÉES
TRAVAIL CARE (enfants, courses...) CHARGE MENTALE (gestion quot.)
"MURS INVISIBLES" (DU MEO)
intégrées = intériorisés depuis l'enfance
STRATÉGIES EVITEMENT (itinéraires...)
% peur
% effort
CULTUREL
SYMBOLIQUE VOITURE & ASCENSION SOCIALE + SÉCU
Roi bowl durable mais inégalitaire
PEUR
VOL → $ → FREIN VÉLO
EFFORT PHYS.
perception de soi - m
dépossession du corps de la ♀
gestion du temps → travail care
écoféminisme → autre relation au monde
Thématiques transversales
POINTS AVEUGLES ETUDE : MILIEU RURAL - PERIPHERIE
FG = MOM. de SORORITÉ avec PARTAGES D'EXP. BONNES PRATIQUES
INTERIORISÉ → ENJEUX GENRE PAS CLAIRES impression de ne pas parler de genre... alors que si !

Conclusion : Les sciences sociales pour penser la mobilité

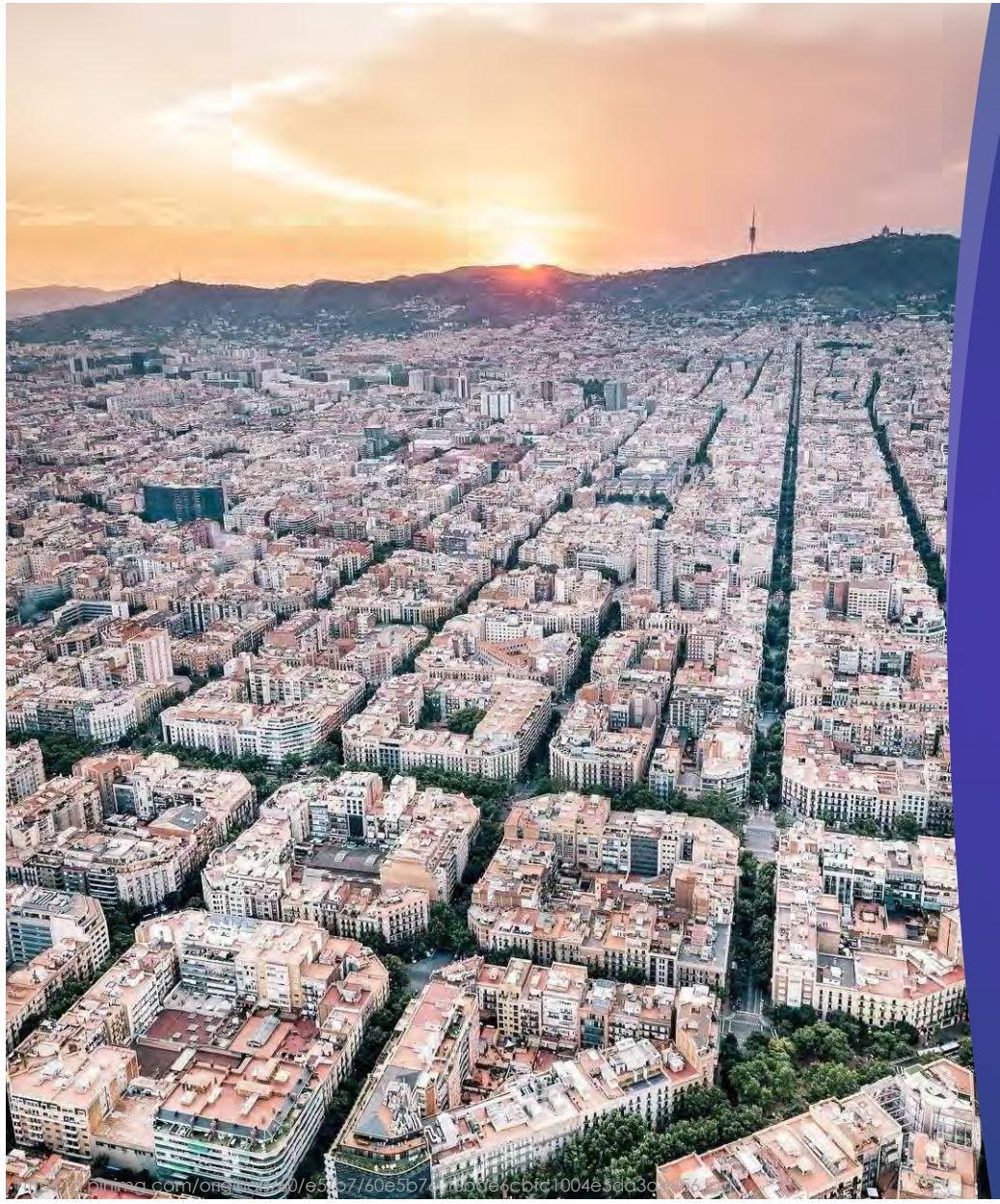
- La question des catégories sociales et des pratiques socio-culturelles
- Ex. des “nouvelles pratiques professionnelles”
- La question du **genre et de l’intersectionnalité** comme approches transversales

Nécessité d’une prise de conscience généralisée des rapports de domination construits et reproduits dans les politiques d’aménagement du territoire et de mobilité

LIÈGE université

Références

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Sustainable Mobility Reframed: Policy Implications Using Activity Fragmentation Indicators of individual mobility sequences in Barcelona

Lucia Mejia Dorantes, Ph.D. - Consultant

THIS RESEARCH PROJECT IS A COLLABORATION WITH DR. LIDIA MONTERO AND PROF. JAUME BARCELO (UPC)

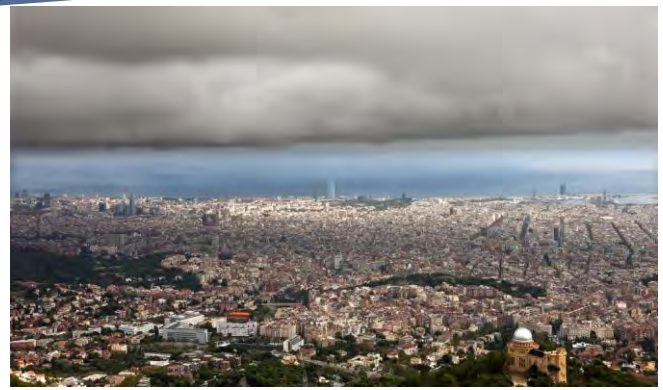
Introduction



- Citizens take part in different activities to:
  - Satisfy their needs
  - Participate in social, health, educational, economic activities
  - Invest in their socio-economic progress
  - Community participation
  - Improve their well being
- Activity participation is also influenced, among other things, by many factors in the **built environment** and by **individual attributes.**

Suburbanisation challenges

- **The rise of the 15-minutes cities:** Important disparities in service provision, land-use planning, and transport alternatives among neighbourhoods (Ferrer-Ortiz et al., 2022).
- Several authors highlight that **poverty** is moving out of the city centre and "**decentralising**" to the outskirts, not only as a result of increasing population, but also as:
  - a consequence of income inequalities,
  - lack of social housing combined with market-oriented housing policies,
  - gentrification and urban segregation (Cooper and Kurzer, 2023; Kadi and Matznetter, 2022; Loomans, 2023).
- **Car-oriented neighbourhoods pose different challenges** in terms of higher commuter costs, (involuntary) immobility, pollution, accidentality, and lack of social interaction, car dependency, mobility and time poverty
- **Overtouristic destinations:** Overtourism affects quality of living in cities and pose new challenges.



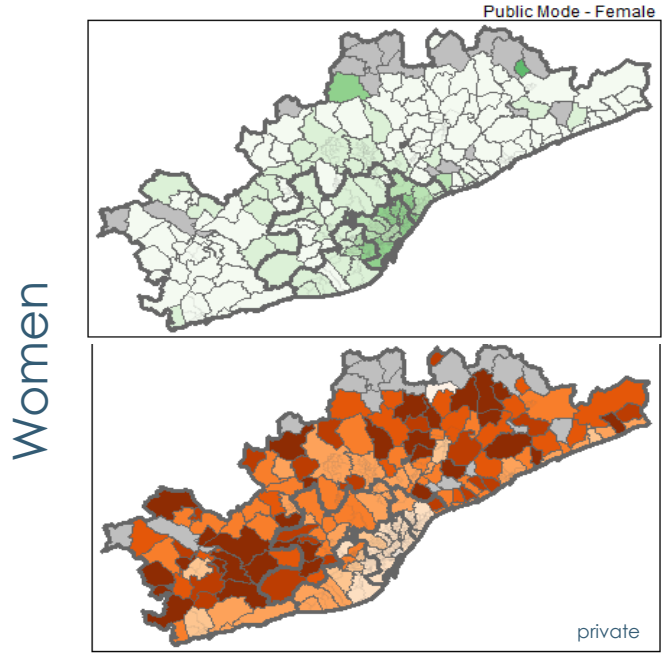
https://www.barcelona.cat/barcelona-pel-clima/en/climate-change-barcelona/our-activity-affects-climate

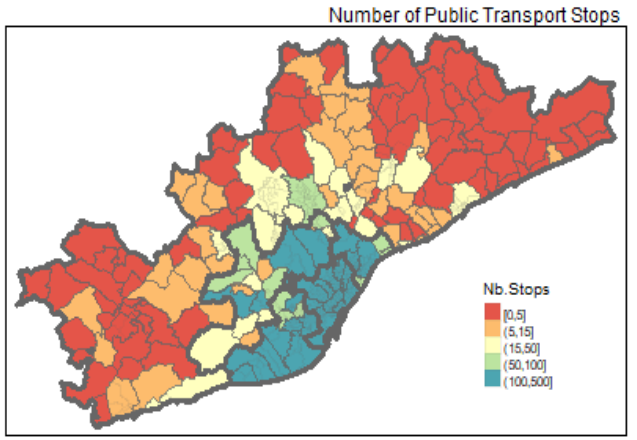


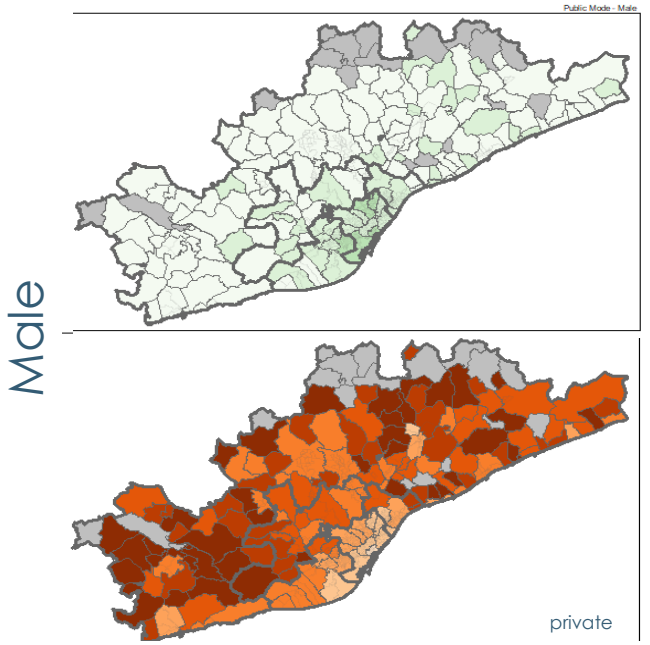
https://www.telegraph.co.uk/travel/destinations/europe/spain/catalonia/barcelona/articles/barcelona-unveils-new-law-to-keep-tourists-away/

Objectives

- To gain a better understanding of the spatiotemporal patterns and travel behaviour in the metropolitan area of Barcelona (RMB). Pre- and post-pandemic and according to different population groups.
- To measure fragmentation in a Transport Oriented Development (TOD) area based on sequence analysis using consecutive mobility surveys (2018-2021) together with other information sources.
- To analyse gendered mobility patterns and discuss which characteristics play a significant role in shaping mobility.





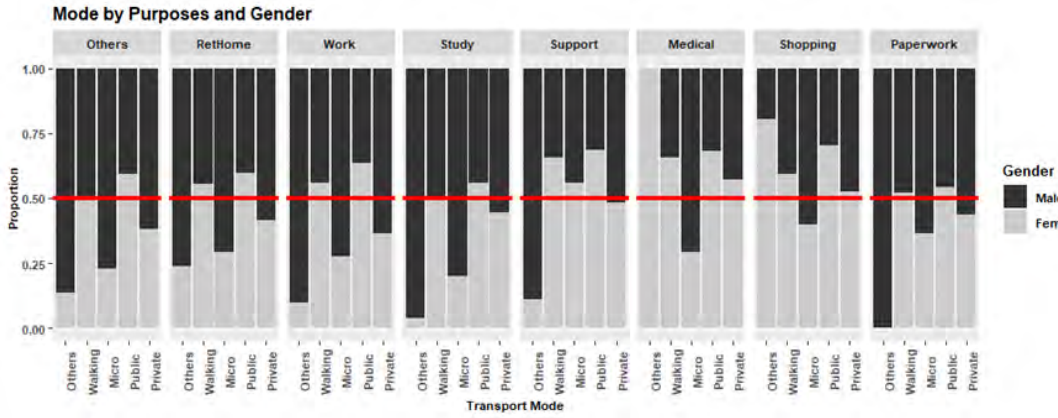


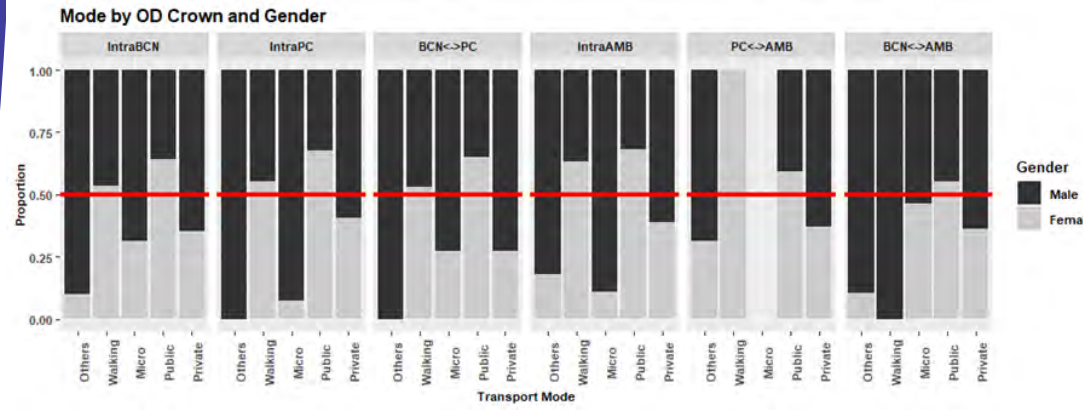


Summary of results

Gendered mobility:

- **Women: More sustainable trips, i.e. Walking , PuT (over any trip purpose & OD subarea/crowns),**
- **Men: higher micromobility share, more likely to use Private transport (automobile).**
- Gender equality & the complexity of daily schedules. We start with similar values of fragmentation indicators (16-29 years) between female and male groups.
- The percentage of private transport use is severely affected by residential area: in non-central crowns there is an increase of private transport activity compared to Barcelona city; whereas public transport in the central crown as higher Barcelona city than in the external crowns. Similarly, active modes are preferred in the central part of Barcelona city.
- Modal preferences 2020: related to frequent walking, cycling, or using car as a non-driver.

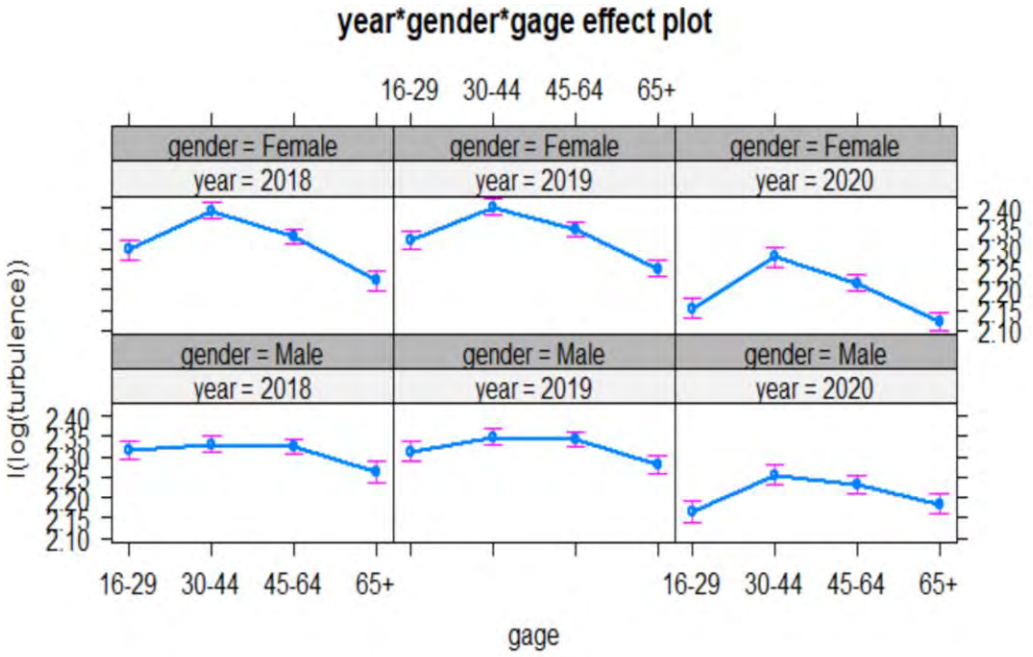




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Gender	Activity States and Transition Modes									
	A Escort.	C Casual	H Home	O Other	S School	TC Private Tr.	TM Other Tr.mode	TP Public Tr.	TW Active modes	W Work
Male	1.0%	1.9%	62.6%	4.9%	2.5%	3.0%	0.2%	1.4%	2.2%	20.2%
Female	1.3%	2.3%	68.1%	4.6%	2.4%	2.0%	0.1%	1.8%	2.2%	15.2%

Age group	Activity States and Transition Modes									
	A	C	H	O	S	TC	TM	TP	TW	W
16-29	0.3%	2.3%	60.1%	5.4%	12.2%	1.9%	0.1%	3.2%	1.6%	12.9%
30-44	1.7%	1.6%	58.2%	3.8%	0.6%	3.2%	0.2%	1.5%	1.9%	27.4%
45-64	1.1%	2.0%	62.8%	4.4%	0.3%	2.9%	0.1%	1.4%	2.1%	22.9%
65+	1.2%	2.9%	82.9%	6.1%	0.2%	1.4%	0.1%	0.9%	3.5%	0.9%

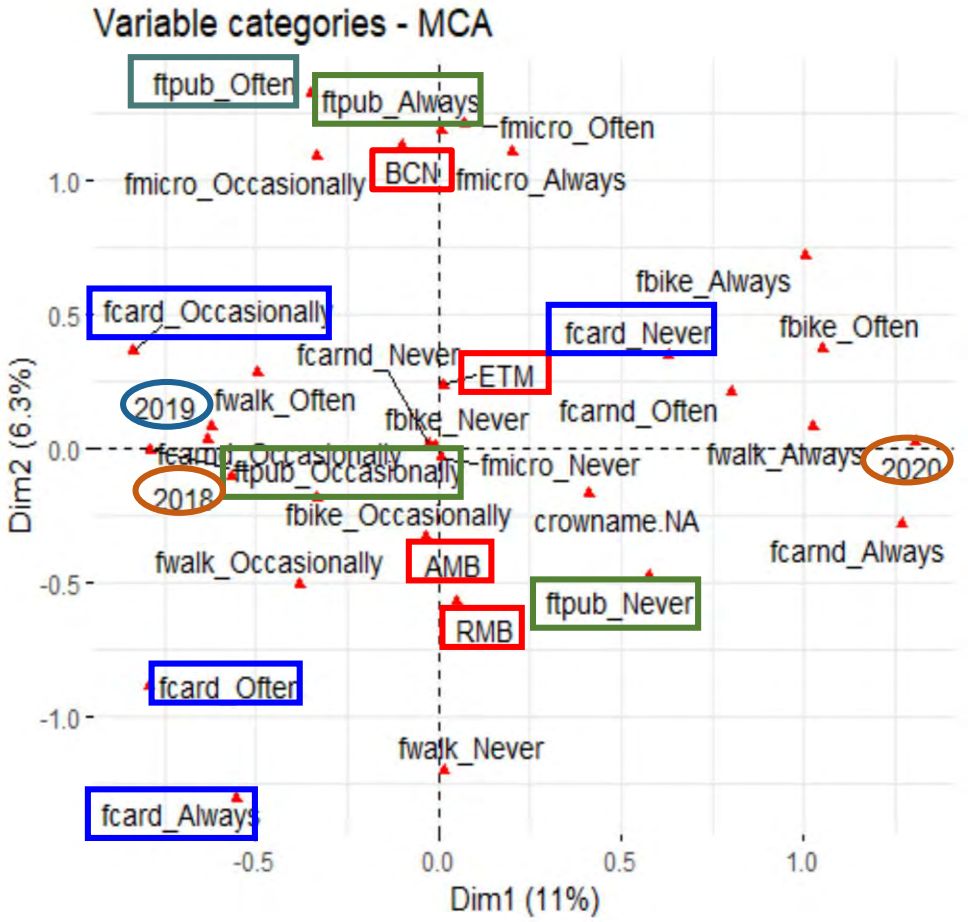
Year	Activity States and Transition Modes									
	A	C	H	O	S	TC	TM	TP	TW	W
2018	1.0%	2.7%	61.7%	5.1%	2.8%	2.9%	0.0%	2.0%	2.1%	19.6%
2019	1.5%	2.1%	60.8%	5.9%	3.0%	2.8%	0.1%	1.9%	2.4%	19.5%
2020	0.9%	1.6%	73.5%	3.5%	1.5%	1.8%	0.2%	0.9%	2.2%	13.8%

Crown	Activity States and Transition Modes									
	A	C	H	O	S	TC	TM	TP	TW	W
BCN	1.2%	2.7%	61.9%	5.8%	2.8%	1.5%	0.1%	2.8%	2.9%	18.4%
PRIMARY	1.4%	2.4%	63.8%	4.6%	2.5%	2.2%	0.1%	2.0%	2.5%	18.4%
AMB	1.3%	2.0%	63.3%	4.5%	2.8%	3.1%	0.1%	1.4%	2.2%	19.1%

Summary of results

Gendered mobility:

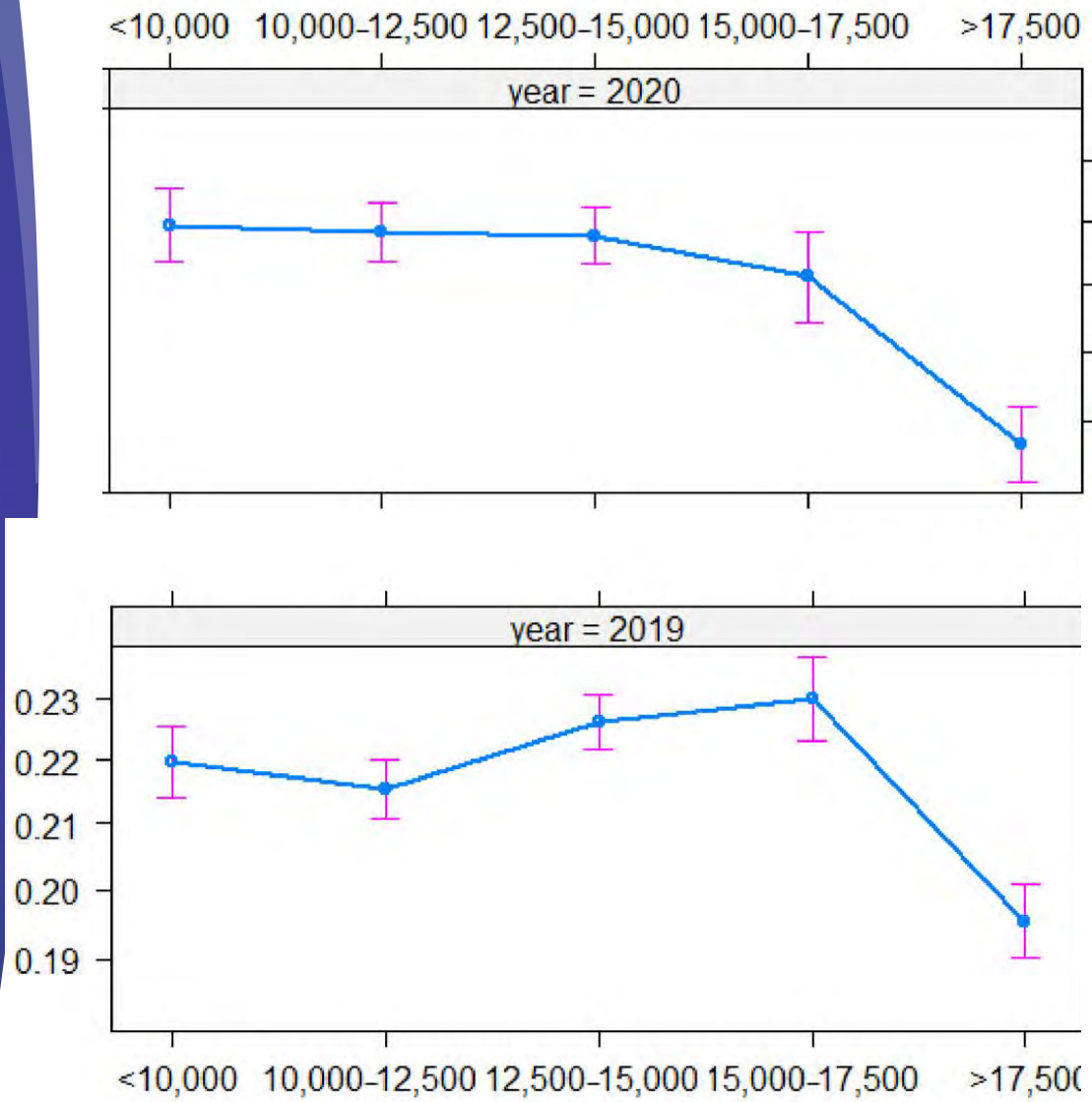
- Women: More sustainable trips, i.e. Walking , PuT (over any trip purpose & OD subarea/crowns),
- Men: higher micromobility share, more likely to use Private transport (automobile).
- Gender equality & the complexity of daily schedules. We start with similar values of fragmentation indicators (16-29 years) between female and male groups.
- **The percentage of private transport use is severely affected by residential area:** in non-central crowns there is an increase of private transport activity compared to Barcelona city; whereas public transport in the central crown as higher Barcelona city than in the external crowns. Similarly, active modes are preferred in the central part of Barcelona city.
- **Modal preferences 2020: related to frequent walking, cycling, or using car as a non-driver.**



Summary of results

But it is not only about gender:

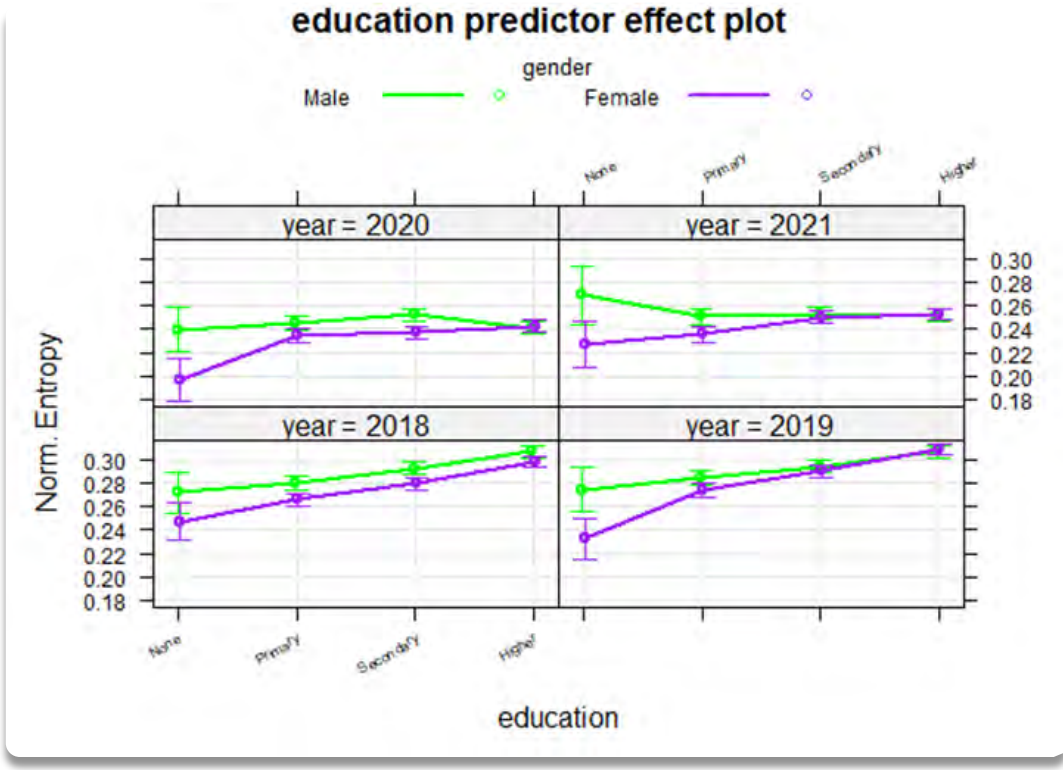
- **In comparison to 2019, in 2020 (October) lower income people (in most cases employed in frontline jobs), did not diminish their trip rate between 2019 and 2020.** People with higher wages, were the ones that diminished the most their number of trips.
- Activity variety depends on gender and educational level. Female individuals with lower education level present a lower level of activity variability than men, whereas the gap tends to be inexistent when analysing individuals with higher education.
- Female individuals have higher probability of being immobile, remarkably women older than 65 years. However, immobility decreases by gender as education increases.
- →Limited information: we cannot evaluate sustainable mobility patterns, willingness to stay at home (working from home arrangements) and undesired immobility.
- Does post-pandemic mobility levels will remain lower than before?



Summary of results

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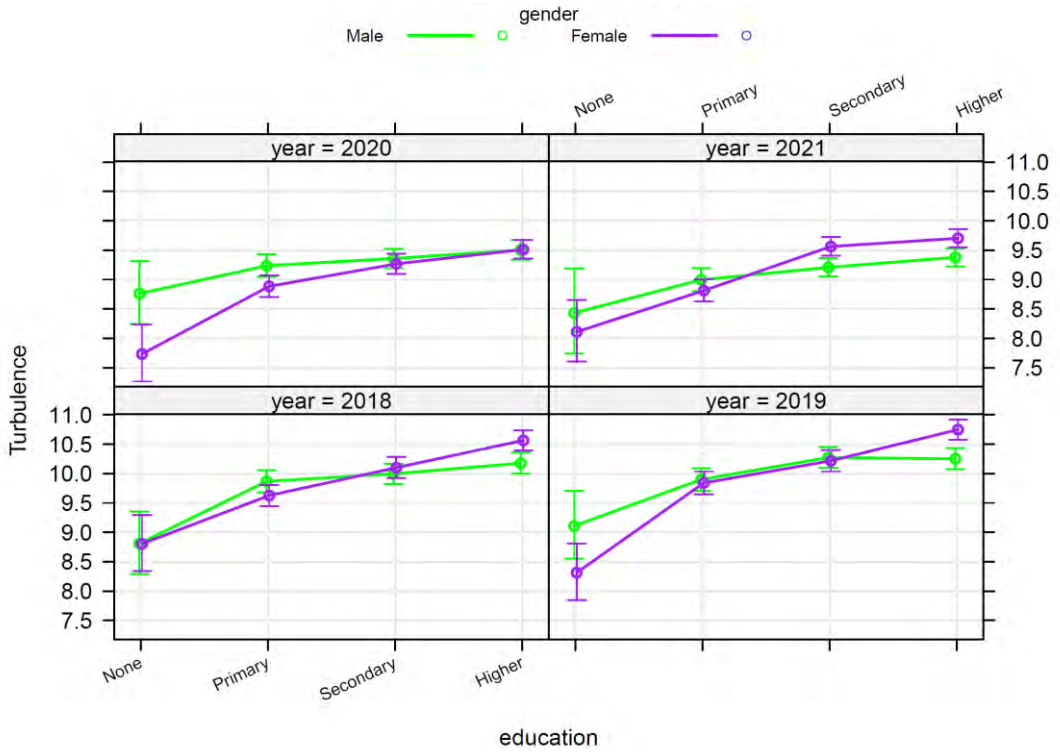
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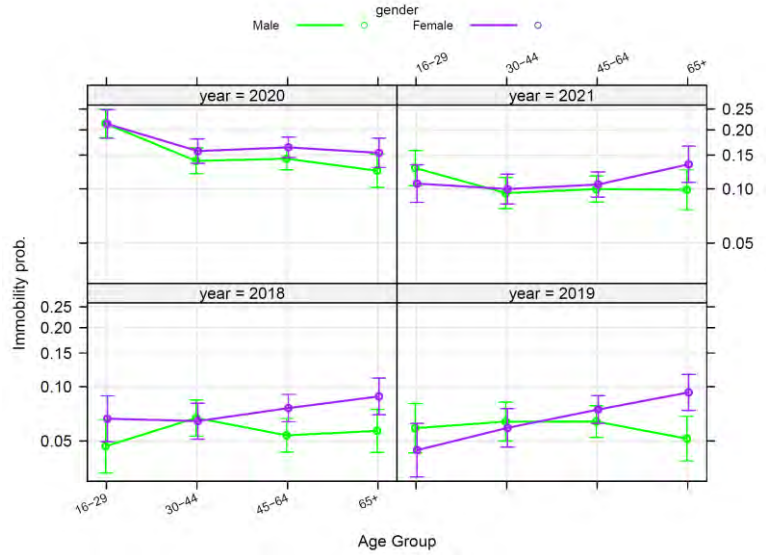
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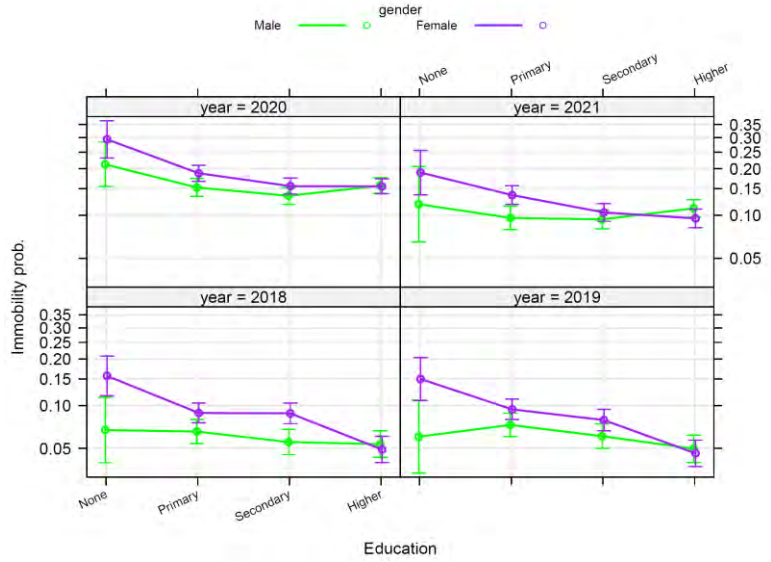


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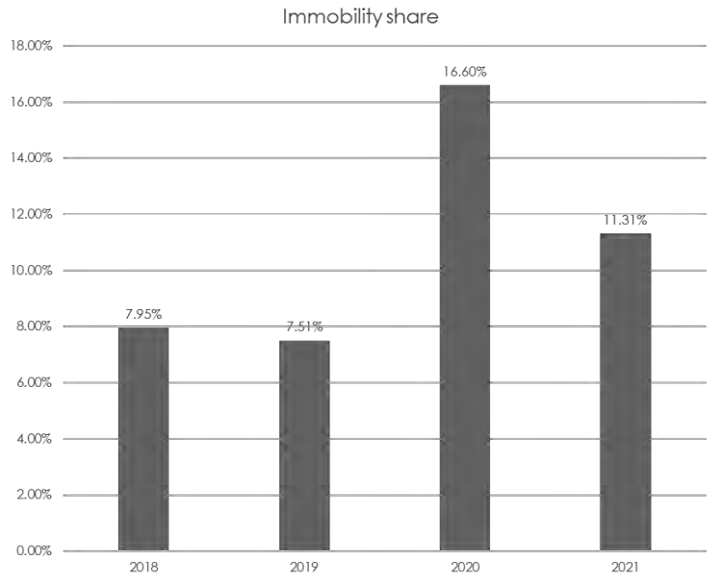


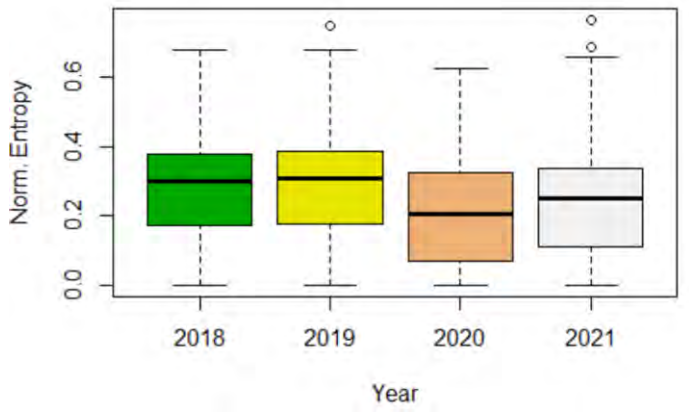


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Final discussion

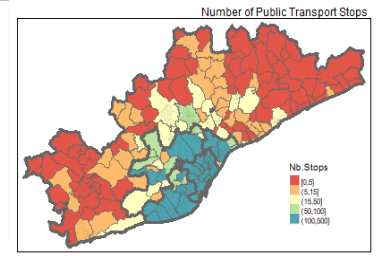
Sustainable mobility practices occur in the inner city, mobility in the outer areas depends on Private Transport.

Successful policies such as LEZ/ superblocks reduce car use in the inner city.

Mobility and urban policies through an **intersectional approach**: women, retired, socioeconomic level, **life course**, …

The challenge of sustainable transport in over-touristic destinations should be analysed. The right to the city, the right to housing (SDG 11.1 'access for all to adequate, safe and affordable housing).

Analyses continue (EMEF 2022)



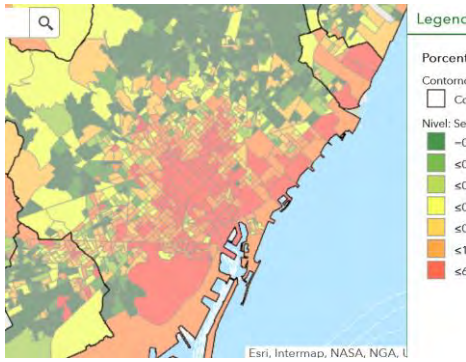














THANKS FOR YOUR ATTENTION!



LUCIA@MEJIA-DORANTES.COM

Advancing inclusive sustainable urban mobility

Lessons from temporary interventions

European Mobility Days, Strasbourg
16-17 May 2024

Lluis Martinez
Thiri Soe
Imre Keserü

Temporary interventions

Pop-up, tactical urbanism, DIY, street experiment...

Intentional **temporary changes** of the street use, regulation and/or form in an affordable and quick manner. These interventions often target **long-term transformation**.

- Increasingly popular, since in 2020.
- Bottom-up, top-down, and mixed.

Temporary interventions





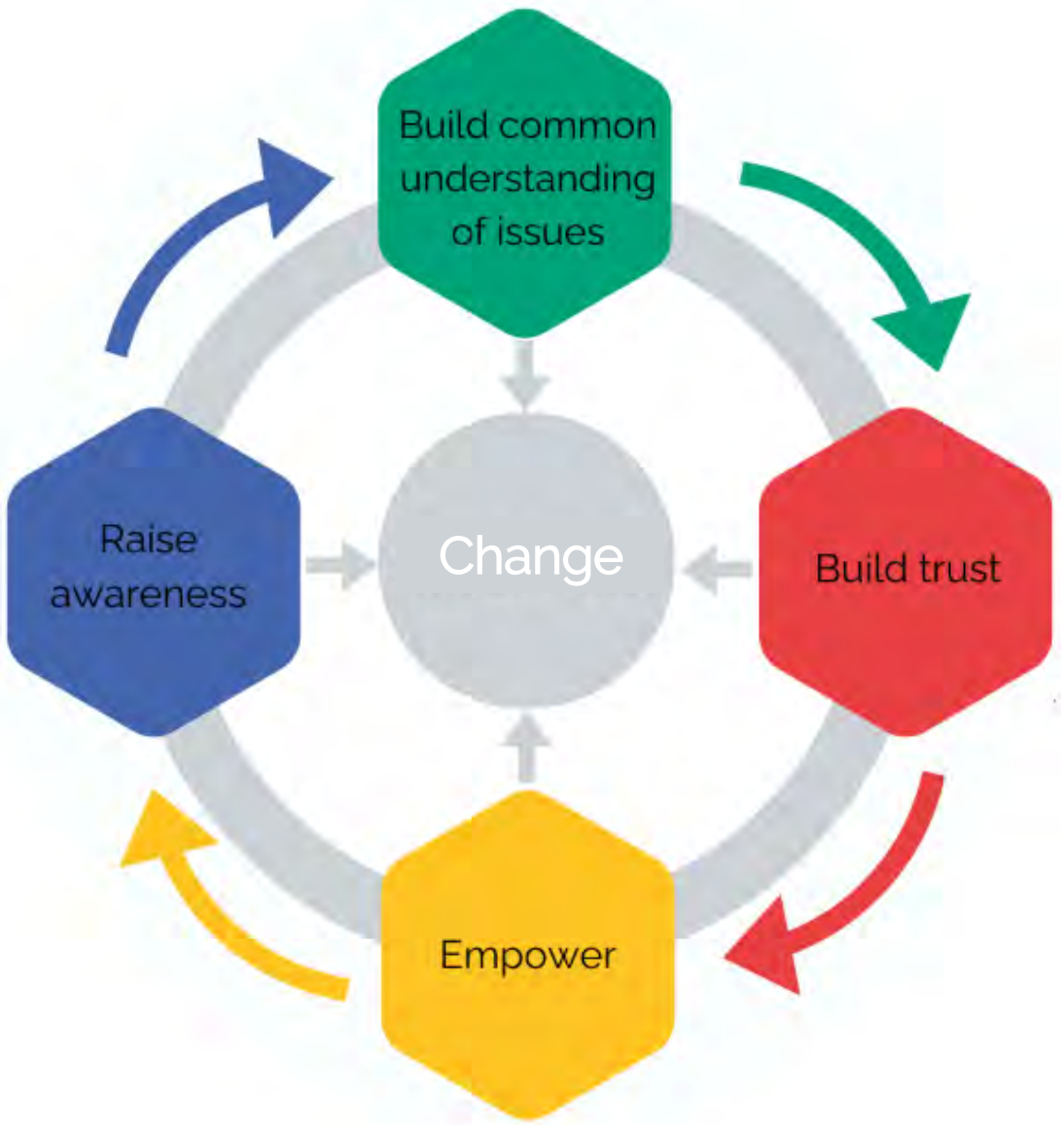
street forum

Approach

3 cases study in Brussels

- Circulation plan
- Pedestrianization
- Pop-up bike lane

15 in-depth interviews with experts involved in the processes



street forum

Disadvantaged groups



Migrants or ethnic minorities



Older people



Women



Digitally excluded people



Children and teenagers



Peri-rural inhabitants



People with cognitive impairments



People with physical impairments



People with visual impairments



Lower income citizens



Socially-isolated people



Informal caregivers

Source pictures: INDIMO project, 2022

street forum

Findings

The needs of disadvantaged groups were overlooked.

- The choice of materials and the rapidity of the implementation harm the level of inclusivity.
- Dealing with concerns about the negative impacts on car drivers is time-consuming, leaving inclusivity behind.
- Lack of knowledge on the needs of disadvantaged groups.
- The interventions were adapted considering certain needs at later stages.

The '**bottom-up**' initiative was more context-sensitive than the top-down

street forum

Conclusions

The **involvement of the community** in the planning and design process may be necessary

- Barriers to involving disadvantaged groups are related to language, cultural preferences, time constraints, education, personal priorities...

Civic and local organisations are key to the involvement and inclusion of disadvantages groups

Universal design is recommended to increase inclusivity

www.streetforum.eu

Lluis Martinez
Juliana Betancur Arenas
Imre Keserü
Cathy Macharis

funded by innoviris .brussels

street forum

URBAN EUROPE

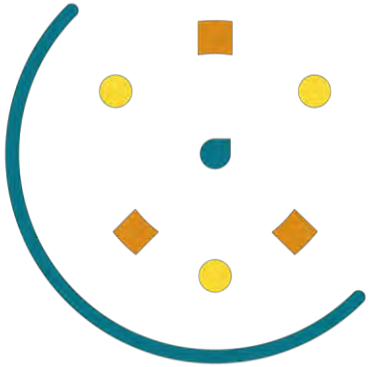
mobilise
analysing mobility, mobilising people

VUB HOST HOUSE OF SUSTAINABLE TRANSITIONS

AGENCE DU CLIMAT

LE GUICHET DES SOLUTIONS

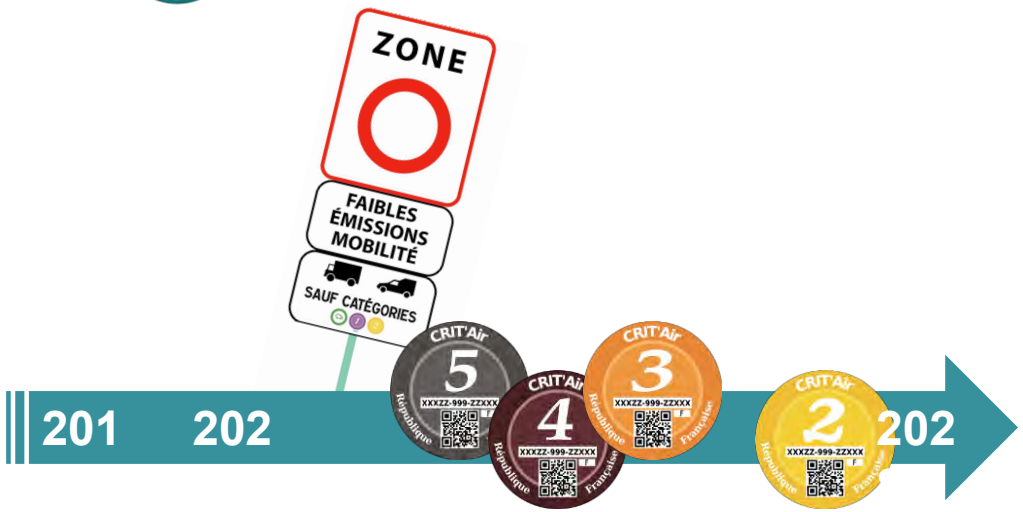
Eurométropole de Strasbourg



Le conseil en mobilité décarbonée de l'agence du climat : quels leviers d'accompagnement au changement de comportement de mobilité ?

Soutenu par
RÉPUBLIQUE FRANÇAISE
Liberté
Égalité
Fraternité
ADEME
AGENCE DE LA TRANSITION ÉCOLOGIQUE
Strasbourg.eu
eurométropole

Eléments de contexte





33 communes

511 000 habitants *(2020)*

Oxydes d'Azote
Particules fines

AGENCE DU CLIMAT
le guichet des solutions
Eurométropole de Strasbourg

Rénovation énergétique de l'habitat
Énergies
Finance climat et adaptation
Communication et sensibilisation
Supports

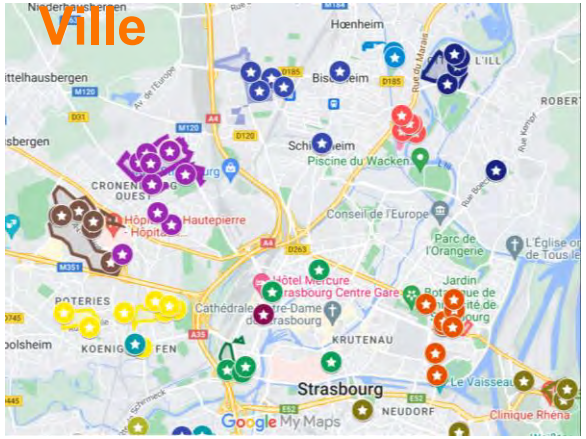
LE CONSEIL EN MOBILITÉ DÉCARBONÉE

- ✓ ENTRETIEN / DIAGNOSTIC / SUIVI & ANALYSE DE DONNÉES
- ✓ RECOMMANDATIONS & ATTESTATION



Spécificités

Quartiers Prioritaires de la Ville



VOISIN MALIN

mobilex
acteur de la mobilité solidaire

Eco-mobilité scolaire MOBY

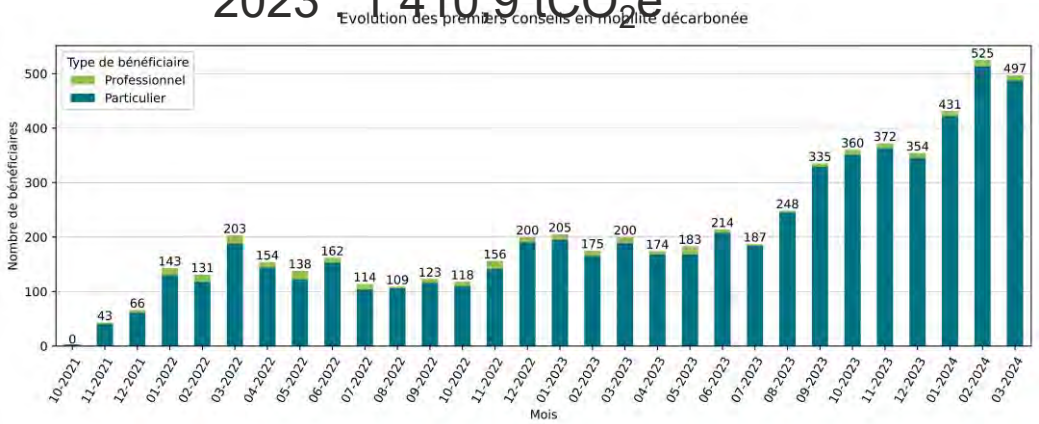


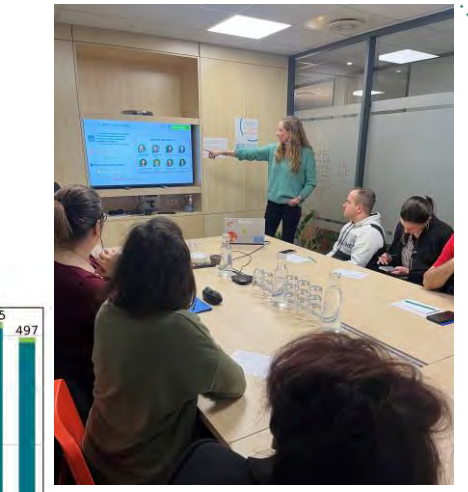
Analyse, déclinaisons et diversifications

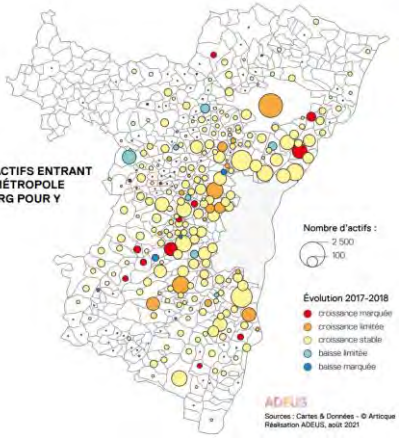
Estimation des bénéfices carbone :

2022 : 794,2 tCO_2e

2023 : 1 410,9 tCO_2e







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CCI ALSACE EUROMÉTROPOLE

Tims L'écomobilité pour tous

CONSEILLER NUMÉRIQUE France services

Chambre de Métiers d'Alsace

URBACT Driving change for better cities


AGENCE DU CLIMAT
le guichet des solutions
Eurométropole de Strasbourg

mobicoop

Habitant·es & territoires : des attentes conciliables ?

Journées européennes de la mobilité 2024

promobicoop.fr

Des freins

- Quand un des acteurs ne suit pas:
  - → Une Comcom motivée mais qui n'est pas AOM ?
  - → Des habitant·es partant·es mais pas de soutien du territoire, pas de financements
  - → Une réponse à côté du besoin : travailler le domicile travail quand 80% des déplacements sont autres…
- Quand les relations EPCI/ AOM sont complexes
- Quand les moyens ne sont pas au rendez-vous….

- Mais un enjeu de plus en plus pris en compte.



Mais des attentes conciliables

- des conditions :
  - → Une identification du besoin et une réponse adaptée
  - → Une solution construite avec le territoire : habitant·es, relais (entreprises, asso locales), l'AOM
  - → Un accompagnement des habitant·es à l'appropriation des outils proposés

- Quelques exemples de bonnes pratiques :
  - → le Conseil départemental de l'Hérault
  - → la CC du Mortainais
  - → CC Plateau Picard
  - → Région Auvergne Rhône Alpes
  - → ….

Un « outil » : la donnée pour accompagner la décision.
Et accepter qu'il n'y a pas de solution miracle…. Mais des solutions plurielles et complémentaires.

mobicoop

MERCI !

Bénédicte Rozes
Présidente
accompagner@mobicoop.org

www.mobicoop.fr

mobicoop

Session 1
Habitants et territoires : des attentes conciliables ?

Justine Contor, Alice Michaux, Université de Liège
Réflexion à propos des enjeux de genre liés à la transition mobilitaire, afin que celle-ci soit profitable à toutes et tous

Lucia Mejia Dorantes, Lidia Montero, Jaume Barelo, Universitat Politecnica de Catalunya
Repenser les mobilités : implications politiques de l'utilisation d'indicateurs de fragmentation des séquences d'activités individuelles

Lluis Martinez, Imre Keserü, Thiri Soe, Vrije Universiteit Brussel, Deloitte
Faire progresser la mobilité urbaine durable et inclusive : leçons tirées d'interventions temporaires

Agathe Collard, Agence du Climat de Strasbourg
Le conseil en mobilité décarbonée : un outil d'accompagnement au changement de comportement

Bénédicte Rozes, MOBICOOP
Quels accompagnements des habitants pour changer les mobilités, témoignage croisé décideur, opérateur, animateur

Intervention après-midi



Marie-Claude Jarrot
Maire de Montceau-les-Mines (Saône-et-Loire)
Présidente du Cerema
Vice-présidente pour le collège des représentants des collectivités territoriales du CNFPT

Pause déjeuner

- lieu: ARES 10 rue d'Ankara

  Suivez ceux qui savent…

- Merci de penser à remettre les casques dans les valises, eux aussi ont besoin de recharger leurs batteries !

- Reprise à 14h précises !

Bon appétit !