





## Automobilism in Wallonia and Montreal: a practice-based approach

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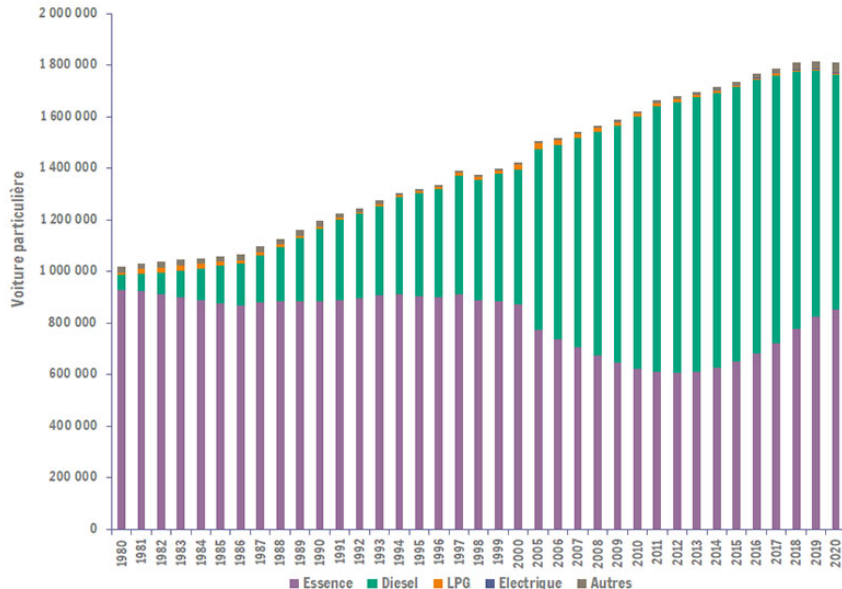
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# 1. Topic : How can we understand the success of *automobilism*?

*Automobilism* = the use of car for travel

≠ automobility = the potential to move in multiple directions, at various times, according to the convenience

Illustration: annual growth of the Belgian car fleet



In Europe,

- Transportation = 30% of the total CO<sub>2</sub> emissions.
- Private cars accounting = 60.7% of transportation emissions.

In Quebec,

- Owning a car = 2<sup>nd</sup> largest expense.

## 2. Outline

A social-practice theory approach **following Schatzki (1996), Reckwitz (2002), Warde (2005)**

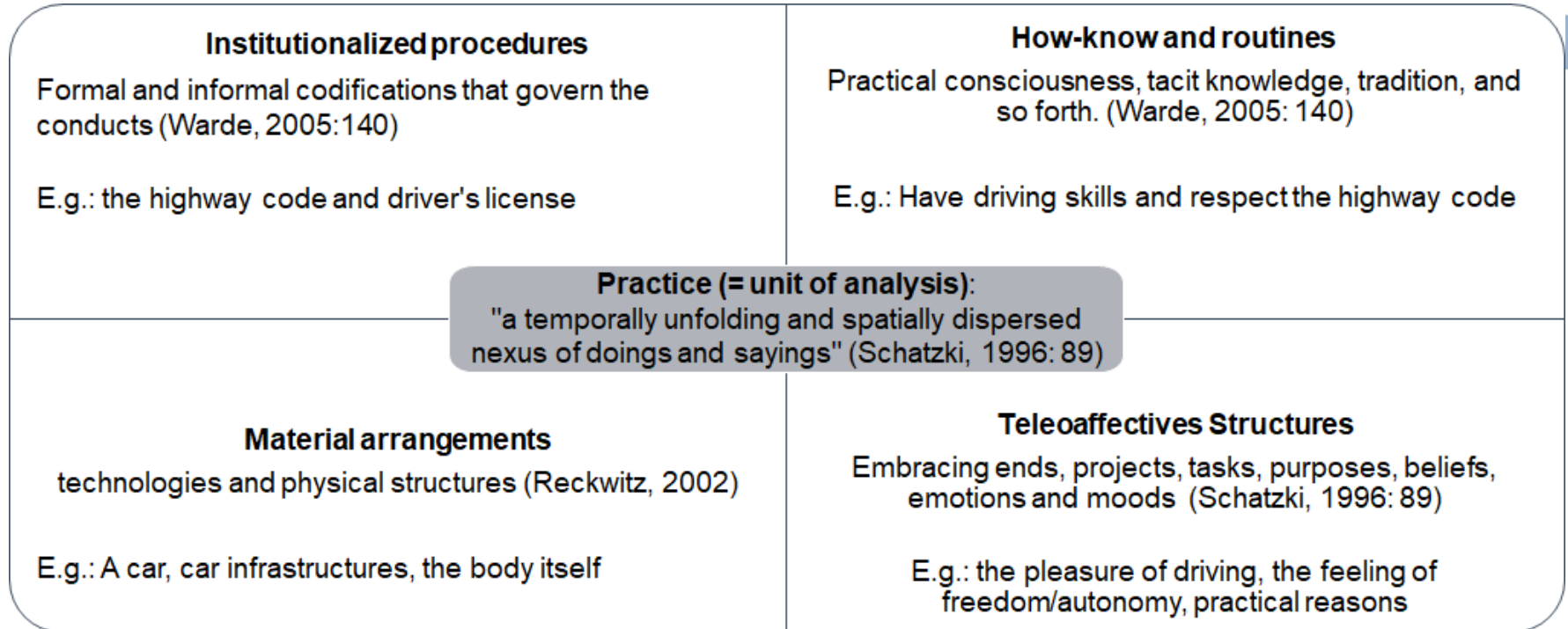
Analysis based on three researches :

- Quantitative surveys conducted in **Wallonia (Belgium)** in 2014 and **Montreal (Canada)** in 2019
- 33 in-depth interviews concerning consumption practices (includ. mobility) conducted in Belgium in 2017-2018.
- The quantitative data were processed in SPSS statistical software while the interviews were analysed using NVIVO qualitative data management software.
- These two regions cannot be compared as such, as the data collected are of a different nature.

Purpose of the presentation : To identify some clear trends (regardless of location) that influence or limit the adoption of a mode of transport with a lower environmental impact.



### 3. Social Practices Theory



## 4. Results: How-know and routines

### Accelerators for practice of *automobilism*

Allowing daily practices:

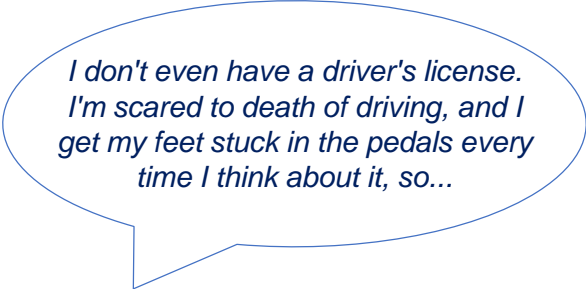
1. go to work
2. carry out domestic activities
3. go to places of leisure
4. engage in socializing activities

Trip-chaining encouraged by the diffusion of constant acceleration (Rosa, 2010).

Significant impact of living with a partner and having children on the mode use

### Brakes for practice of *automobilism*

- Specialized skills
- Limited physical abilities
- Proximity
- Bicycle reflex



*I don't even have a driver's license.  
I'm scared to death of driving, and I  
get my feet stuck in the pedals every  
time I think about it, so...*

Barbara, born in 1994 (24 years old at the time of the interview), unemployed, in relationship, without children.

## 4. Results: teleoffective structures

### Accelerators for practice of *automobilism*

Car's representations:

- Feeling of freedom
- Break for oneself
- Autonomy
- Comfort

Other modes of transport's representations promote *automobilism*

Claire, born in 1986  
(32 years old at the  
time of the interview),  
commercial, as a couple,  
one child.

*I would lose a lot of time in  
public transportation with all  
the connections not to be  
missed and carpooling forces  
me to respect a schedule. In  
fact, the car allows flexibility,  
a freedom that is second to  
none.*

### Brakes for practice of *automobilism*



Environmental sensitivity



Air pollution



Visual pollution

## 4. Results : material arrangements

### Accelerators for practice of *automobilism*

- Important road network
- Influence of location

The further away from the center, the less accessible public transport is and, the more *automobilism* is practiced

*Here (in the countryside)  
without a car, you're screwed.*

Bernadette, born in 1964 (54 years old at the time of the interview), pensioner, single, two children.

### Brakes for practice of *automobilism*

Traffic Jams:



Car park:



Financial reasons:

*A car is very expensive! Well, paying  
for the car is one thing, but then you have  
to pay for the gas, insurance, taxes, etc.  
It's a really big budget.*

Gaëlle, born in 1984 (34 years old at the time of the interview), employed in the public sector, couple, one child.



## 4. Results: institutionalized procedures

### Accelerators for practice of *automobilism*

- Increased investment in road infrastructure
  - Infrastructure linked to car transport makes it useful and advantageous. (Demoli & Lannoy, 2019).
  - Infrastructures designed and built around the automobile.
- One in ten cars on Belgian roads is a company car or "salary car".

### Brakes for practice of *automobilism*



Municipal and provincial subsidies for the purchase of (electric) bicycles



Bicycle or public transport allowances



To encourage carpooling

## 5. Conclusion: similar observations from Wallonia (BE) and Montreal (CA)

How-know and routines	
Accelerators	Brakes
<ul style="list-style-type: none"> <li>- Trip-chaining</li> <li>- Driving skills</li> <li>- Family practices interdependence</li> <li>- Constant accelerations in daily life</li> <li>- car habit since childhood</li> </ul>	<ul style="list-style-type: none"> <li>- Proximity of places of activity (shops, sport, telework, etc.)</li> <li>- Limitation in physical conditions</li> </ul>
Teleoffective structures	
Accelerators	Brakes
<ul style="list-style-type: none"> <li>- Freedom and independence</li> <li>- Extension of the personality</li> <li>- Pleasure</li> <li>- Comfort</li> <li>- Time for oneself (e.g) to listen to music</li> <li>- Staying in the same mode of transport</li> <li>- Choice of co-drivers</li> </ul>	<ul style="list-style-type: none"> <li>- Environmental sensitivity</li> <li>- Air pollution</li> <li>- Visual pollution</li> </ul>
Material arrangements	
Accelerators	Brakes
<ul style="list-style-type: none"> <li>- Urban sprawl</li> <li>- Important road network and car related services</li> <li>- Lack of public and sustainable transport infrastructures and services in some location</li> </ul>	<ul style="list-style-type: none"> <li>- Accessibility and efficient of alternative modes of transport</li> <li>- Lack of places to park</li> <li>- Congestion and traffic jam</li> <li>- The price</li> </ul>
Institutionalized procedures	
Accelerators	Brakes
<ul style="list-style-type: none"> <li>- Government investments favoring automobilism</li> <li>- Advantageous tax regimes for company cars (Belgium)</li> </ul>	<ul style="list-style-type: none"> <li>- Obligation for private companies to contribute for employee transit passes</li> <li>- Actions of sensibilisation of sustainable mode of transports (electric bikes, carpooling, etc.)</li> </ul>

**Thank you for your attention !**

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