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Horizon 2020 - Coordination and Support Action

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1 Summary of workshop proceedings

The fourth workshop of the project Mobility4EU was held on 22 November 2016 in Brussels.

It was the first of three workshops within the structured stakeholder consultation process, the Multi-Actor-Multi-Criteria Analysis (MAMCA) that is embedded in the project. The MAMCA process is structured as followed:

1st MAMCA workshop – scenario building	21 October 2016
Online questionnaire to identify stakeholders’ criteria and weights	October – November 2016
2nd MAMCA workshop - weighting of stakeholders criteria	22 November 2016
Evaluation of scenarios with international experts	April 2017
3rd MAMCA workshop – consensus building	October 2017

The objective of the first workshop was to present and discuss the final scenarios for mobility in 2030, the stakeholder groups and their objectives identified through an online survey and to demonstrate interactive participatory evaluation of the scenarios with the MAMCA software. Participants from supply and demand side of passenger and freight transport in all modes worked in stakeholder groups to assess the importance of their criteria (weighting) and evaluate the impact of packages of solutions.

Thus, the workshop started the evaluation process within the MAMCA procedure.

The workshop had the following structure:

- Opening remarks by Ioana Adamescu, EC, DG RTD
- Introduction to the project
- Guest talk from Mind-Sets project
- Introduction to the MAMCA and presentation and discussion of the final scenarios
- Evaluation of scenarios in stakeholder groups and discussion

The detailed workshop handout (see annex) was sent to the attendees in the forerun of the workshop. The handout included an introduction of the project and the MAMCA methodology, the workshop aims and structure as well as a list of the stakeholder groups.

Opening session:

The **opening remarks by Ioana Adamescu from EC, DG RTD** focused on the expectations of the outcomes of the project Mobility4EU. By bringing together different stakeholders in a participatory approach is a strong tool for community building that is expected to grow into the European Transport and Mobility Forum which should give strength to the voice of the users, to VEC, young generations, service providers etc. The stakeholders will assess together societal drivers impacting mobility from demand and supply side and answer where the benefits from novel technologies lie for society. Ioana Adamescu also introduces shortly the Mind-Sets project that focuses on socio-economic research of behavioral aspects in transport and mobility in a transdisciplinary approach.

After an **introduction on the project by Beate Müller (VDI/VDE-IT), Laurent Franckx, (VITO)** gives a guest talk “**A new look at mobility –a question of common values and mind-sets.**” He summarizes the results of the Mind-Sets project and providing more detailed insights on the interplay of automated vehicles, electrification and car sharing. The benefits but also dangers e.g. through generating rebound effects are discussed.

A brief **overview of the MAMCA methodology was given by Imre Keseru (VUB)**. He explained the progressive analysis that consists of several steps. First possible alternatives are pointed out in the form of different scenarios. Then relevant stakeholder groups will be identified. A multi actor analysis of the stakeholder’s criteria and their weighting for these criteria follows. By a multi criteria analysis of the scenarios in combination with the weighted criteria a democratic outcome is achievable that meets most of the stakeholder demands. With taking all actors into the process a high support of the diverse groups for the developed solution can be generated.

As a resumé of the previous workshop and as preparation for the interactive session **Imre Keseru (VUB) presented the final version of the scenarios** for mobility in Europe towards 2030: Data World, Digital Nomads, “Slow is beautiful” and Minimum Carbon. They describe future trends. They have been identified based on the previous work on trends and solutions and desk research and have been revised and detailed through the co-creative work of the last workshop. An outcome of a survey among the consortium members of Mobility4EU and the participants of this workshop identified the policy & legislative framework and lifestyle/user behavior as the key driving forces that have the highest uncertainty and highest impact in terms of mobility demand in 2030 in Europe. They form the scenario dimensions that define the orientation of the four scenarios (see fig. 1).

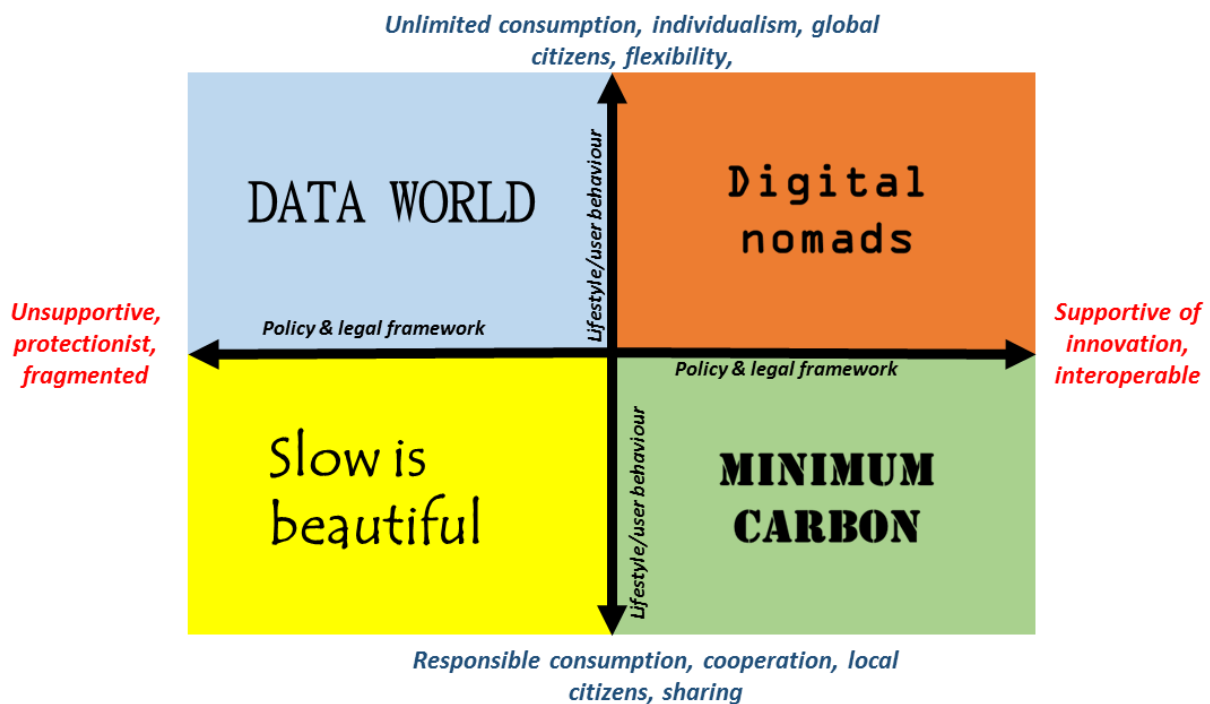


Fig. 1 The four final scenarios that are being evaluated in the MAMCA process

The main characteristics of these scenarios are:

Within the **Data World Scenario** harmonisation of regulations and technology standards at the European level is limited. The activities of companies in the transport and mobility sector are less strictly regulated. Government support for innovation is limited, innovation mainly comes from private companies. There is a fast-paced transformation of lifestyles. People are becoming increasingly flexible with an accelerated pace of life. Individualisation leads to smaller household size and flexible employment. Adoption of new technology is fast. Industry and consumption increasingly rely on production outside Europe and hence demand for intercontinental freight flows is increasing. A growth in E-commerce stimulates intra-European freight flows as well. There is, however, little collaboration between delivery companies and shippers (e.g. retailers) to promote bundling flows and optimise deliveries. Transport users want to enjoy the benefits of the digital and technological revolution. Demand for information and online services to book and pay for mobility services is high, especially from the younger generations. Internet connectivity and data collection from users is key for the management of the transport system. National and local governments exercise little control over the provision of mobility services. A few large, multinational mobility providers emerge that own, manage and process the immense amount of mobility data. The strategy of these companies is to focus on, individual needs, reduced travel time (faster travel) and specific consumer groups (e.g. young adults, families with children, medium-high income households). Therefore they push governments to increase the capacity of the transport network.

The **Digital Nomads** scenario is characterized by a high level of standardisation of regulations and technology standards at the European level. The activities of companies in the transport and mobility sector are more strictly regulated. Government support for innovation is high, innovation is driven by the policy goals of the government rather than private initiatives. There is a fast-paced transformation of lifestyles. People are becoming increasingly flexible with an accelerated pace of life. Individualisation leads to smaller household size and flexible employment. Adoption of new technology is fast. A reindustrialisation takes place in Europe based on new technologies and innovation driven by increasing transportation costs. This mainly affects non-labour intensive industry, which can be easily automated. Labour-intensive industries remain outside Europe. Despite increasing migration and security concerns, borders within the EU remain open and the remaining non-Schengen countries join the area of free movement. People are becoming increasingly flexible in their work and private lives. The boundaries between private life and work disappear as people become always online and available. Travel time is used for multitasking (working) to add useful minutes to an otherwise very crowded daily schedule. The elderly population embraces digital communication technologies and benefits from easier and more accessible local and long-distance travel.

Harmonisation of regulations and technology standards at the European level is limited within the **“Slow is beautiful”** scenario. The activities of companies in the transport and mobility sector are less strictly regulated. Government support for innovation is limited, innovation mainly comes from private companies. Traditional and local values are regaining importance and define people’s lifestyles. Burn-out from fast-paced work and social life turns people towards family values, national and local identity and cooperation within their local communities. Acceptance and

adoption of new technology is slower. Governments turn inwards to guarantee national security and supply of resources to their citizens. European policy focuses on enabling local initiatives rather than supranational standardisation. Innovation is less supported due to scarce financial resources. People more and more turn to eco-friendly local cooperative production of food and energy, urban gardens and peer-to-peer services. Citizens aim to produce what they consume within their neighbourhood. Bottom-up initiatives of local communities thrive with few legal limitations on local sharing and production initiatives. A service sector based on sharing resources such as time, space and vehicles emerges supported by local social networks. “Slow, healthy and sustainable” are the new buzzwords. People appreciate spending more time with their friends and family within their neighbourhood and rediscover their local environment.

The **Minimum Carbon** scenario foresees a high level of standardisation of regulations and technology standards at the European level. The activities of companies in the transport and mobility sector are more strictly regulated. Government support for innovation is high, innovation is driven by the policy goals of the government rather than private initiatives. Traditional and local values are regaining importance and define people’s lifestyles. Burn-out from fast-paced work and social life turns people towards family values, national and local identity and cooperation within their local communities. Acceptance and adoption of new technology is slower. Due to the severe pressure of climate change governments want to fundamentally change the behaviour of their citizens and companies to steer them to reduce carbon emissions and move them away from fossil fuels. Companies are required by government regulations to significantly reduce their environmental footprint therefore sustainable and bio-production are supported. Large international manufacturing and retail corporations adapt to the new requirements and regionalise their production. 3D printing becomes widespread boosting customised local production. Customers prefer to buy products with the smallest carbon impact. Local programmes are launched by the government to recirculate materials inside the neighbourhood and the city to reduce waste and carbon emissions associated with long-distance mass production and distribution chains. Burn-out from fast-paced work have turned people towards healthier and active life. Work is arranged to require less travel, in neighbourhood flexi-offices, by supporting work from home and by distributing smaller offices in city districts. Long-distance travel is expensive due to the carbon taxation introduced all across Europe. People prefer to spend their free time and holidays in the proximity to their homes.

These scenarios are discussed and will now be finalized. They will then be available on the website.

Imre Keseru (VUB) furthermore gives first insights into **the results of the initial weighting** done by workshop participants before the workshop. Since these weights are based only on the input of 26 stakeholders that filled in the weighting survey before the workshop, they are just indications of the importance of the criteria to the stakeholders. The weighting survey will be extended to a broader stakeholder audience in December – January to obtain more representative results.

Within the **group work** the workshop participants found each other within the following stakeholder groups:

- Network infrastructure for freight and passengers
- Private and commercial vehicle manufacturer
- Public transport vehicle manufacturer

- IT/ITS solutions developer
- Passenger service operator
- Disabled and/or elderly transport users
- Representative of travelers in general
- Representative of pedestrians and/or cyclists
- Shipper of goods
- Freight service operator
- Local policy makers, transport authorities and citizens
- National or regional policy maker
- Future generation

The task for each of these groups was to evaluate the scenarios according to the criteria that were deduced from the objectives of that stakeholder group (Fig.2). These objectives in turn have been surveyed before the workshop. Intensive discussions have been led within the groups thus also generating for participants an added benefit of exchange with stakeholders coming from the same group. The discussion followed the key questions:

1. Would the scenario have a positive or negative or no impact on the respective criteria by 2030 compared to current trends for the particular criteria (i.e. the 0-baseline scenario without intervention).
2. What would be the magnitude of this scenario on the given qualitative scale?
3. How could the criteria be measured and forecast with quantitative indicators based on real data?



Fig. 2 Stakeholder groups evaluate scenarios using MAMCA software.

Within the conclusions participants discussed their experience in the group work and problems they encountered in the evaluation process. Participants commented in depths on the criteria and preparatory material. The task will now be to finalize the scenarios and review criteria and also the introductory material that is provided for the stakeholders doing the evaluation process. Then, in the very structured methodological approach of MAMCA, these scenarios will be evaluated by an expert panel. The outcome of this process will directly feed into the final comprehensive vision of transport in Europe in 2030 and the action plan that details how to implement this vision.

2 Agenda

MOBILITY4EU – 2nd MAMCA Workshop

Weighting of stakeholder criteria

22 November 2016, 10:00 – 16:00

Fondation Universitaire, Brussels

10:00 Introductions

Welcome from EC

Ioana Ademescu, EC, DG R&I

The Project Mobility4EU

Beate Müller, VDI/VDE-IT

10:30 Mobility is Identity: Introduction to the MindSets project

Laurent Franckx, senior researcher, Flemish Institute for Technological Research (VITO)

10:50 Introduction to the MAMCA methodology

Imre Keseru, Vrije Universiteit Brussel

11:05 Scenarios for mobility in Europe towards 2030. Introduction of the final scenarios

Imre Keseru, Vrije Universiteit Brussel

12:00 Lunch

13:00 Preliminary results of the weighting of stakeholders' criteria: general discussion & quiz

Imre Keseru, Vrije Universiteit Brussel

13:20 Stakeholder evaluation of scenarios. Interactive session using the MAMCA software

All

14:40 Coffee Break

15:00 Concluding discussion, next steps and closing

15:50 End of the Event

3 Participant List

Name	Organization
Ioana Adamescu	EC, DG Research
Luisa Andreone	CRF
Emil Asp	Ministry of Transport and Communications Finland
Xavi Bach	Association of Walking Catalonia
Khushboo Balwani	Ouishare
Carles Benito	BACC
Freek Boos	Rover
Nick Brooks	Trainline
Armando Carillo	EURNEX
Tim Cassiers	BRAL Citizen Action
André Ceron	Colruyt
Eleni Chalkia	CERTH
Jan Christiaens	Mobiel 21
Carolina Ciprés	ZLC
Sonsoles Díaz	ICCT
Oliver Drewes	NS Dutch Railways
Margaret Ellis	Knowledge Tree Network, London School of Economics and Political Science (LSE)
Erzsébet Földesi	MBE
Erzsébet Fördös-Hódy	MBE
Laurent Franckx	VITO
Rob Furlong	Knowledge Transfer Network
Alessia Golfetti	Deep Blue
Delphine Grandsart	European Passenger' Federation
Riccardo Groppo	Ideas and Motion
Stefania Grosso	Osborne Clarke
Paolo Guglia	Fincantieri
Daniel Hayes	LowCVP
George Holley-Moore	ILC-UK
Marko Javornik	Comtrade Digital Services
Imre Keseru	VUB
Cornel Klein	Siemens
Thierry Coosemans	VUB
Juho Kostianen	VTT
Fabian Küster	ECF
Máté Lénárt	BKK Centre for Budapest Transport
Olivier Lenz	FIA
Fernando Liesa	ALICE ETP
Emanuel Marreel	Siemens Belgium
Sergi Martínez	ATM
Beate Müller	VDI/VDE-IT
Linda Napoletano	Deep Blue
Marco Pieve	Piaggio
Annette Randhahn	VDI/VDE-IT
Frédéric Rooseleer	EUROCONTROL
Martina Rossi	MARE FVG
Karin de Schepper	Inland Navigation Europe

Christoph Schneider	Munich Airport, ACARE
Yves Stans	Osborne Clarke
Willie de Swart	RET
Marcia Urban	Bauhaus Luftfahrt
Sandrine Vokaer	Taxistop
Ineke van der Werf	Rover
Andrew Winder	ERTICO - ITS Europe
Christine Zeller	Siemens
Lieven Deketele	Procter and Gamble

4 ANNEX: Handout for the workshop