



HORIZON 2020  
EU COORDINATION AND  
SUPPORT ACTION

# ACTION PLAN FOR THE FUTURE OF MOBILITY IN EUROPE

## CONSENSUS MAKING *WORKSHOP HANDOUT*

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## PART #1

## PROJECT INTRODUCTION

## # KEY FACTS

CSA - COORDINATION AND SUPPORT ACTION  
FROM JANUARY 2016 UNTILL  
31 DECEMBER 2018

## # OBJECTIVES

MOBILITY4EU establishes the future vision of a transport system in 2030 in Europe by:

- Identifying and analysing societal drivers
- Developing an action plan and a road map
- Engaging relevant stakeholders and the general public in a participatory project

## # PROJECT WEBSITE

[www.mobility4eu.eu](http://www.mobility4eu.eu)

Mobility4EU is a Coordination and Support Action of the European Commission started in January 2016 and lasting for 3 years, until 31 December 2018. The project is working on delivering a vision for the European transport system in 2030 and an action plan including a roadmap to implement that vision. Recommendations for tangible measures in research, innovation and implementation targeted towards various stakeholder groups are derived. Furthermore, a European Transport and Mobility Forum will be initiated. This forum intends to bring together stakeholders from supply and demand side in passenger and freight transport to discuss and collaborate on topics of cross-modal and user centered transport.

*The entire process from studying trends and options for solutions, developing a vision and finally the action plan is organized within a structured participatory approach (see figure below) that aims to engage a broad stakeholder community into the consultation processes. This is achieved by employing a structured tool, the Multi-Actor Multi-Criteria Analysis (MAMCA), and an accompanying storymap that supports the process in a more creative and interactive way.*

*The work towards the vision and action plan for the future of transport in Europe in 2030 is based on the identification and assessment of societal challenges that will influence future transport demand and supply. This led within the first phase of the project to the formulation of 9 trends that are projected to have relevance in shaping the future European transport system in 2030. They were used as a starting point to represent the Mobility4EU context map, a map created based on the results of the first M4EU workshop.*

*Together with European experts from all fields in transport of passengers and freight, a portfolio of promising and innovative transport solutions*

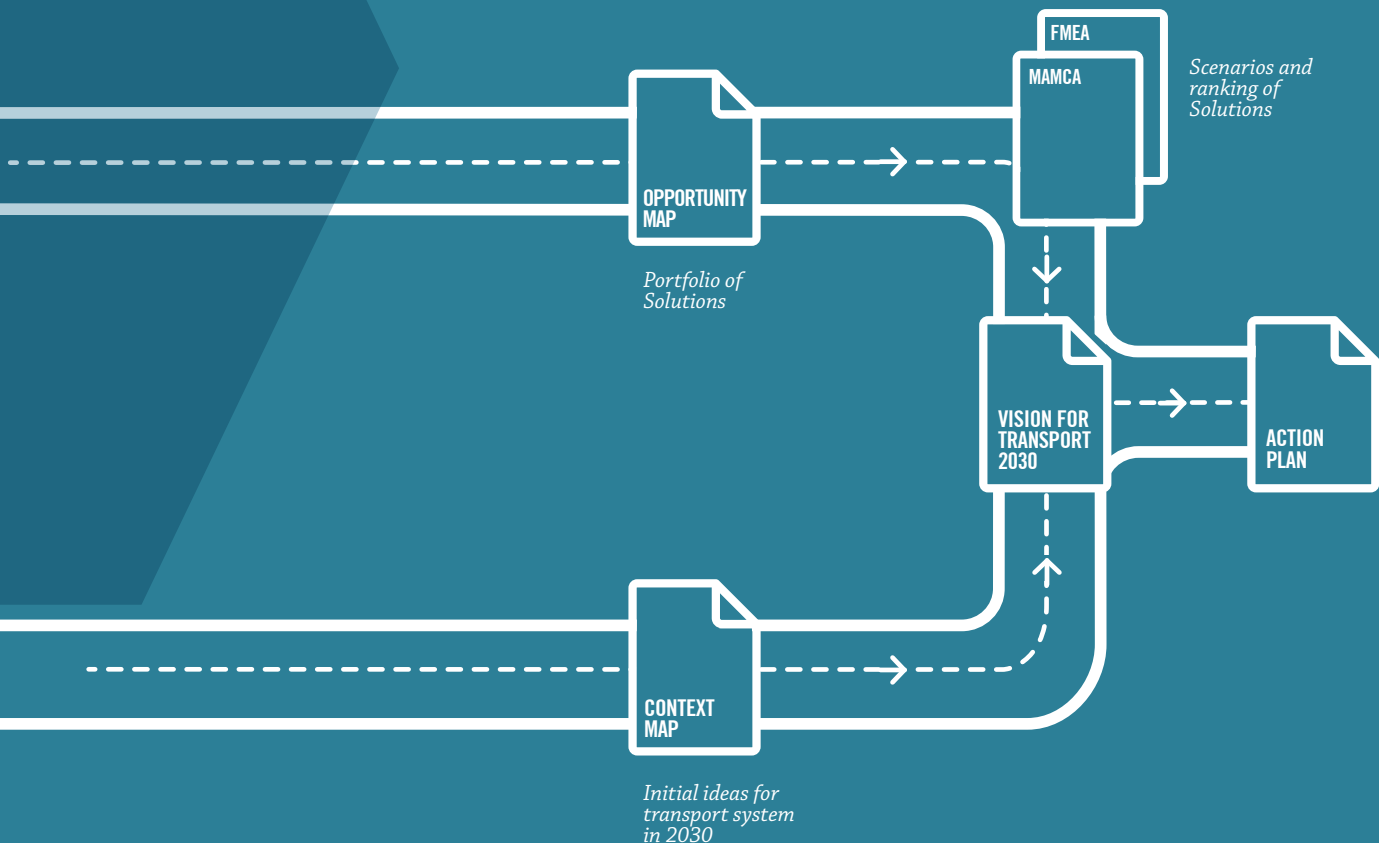


PART #1 PROJECT INTRODUCTION

*across all modes answering the identified user needs has been composed and visualized within the opportunity map.*

*The portfolios of solutions and the work on trends have been the foundation for building scenarios for the development of future transport in Europe within the Multi-Actor Multi-Criteria Analysis (MAMCA). Within this structured stakeholder consultation process, these scenarios and the included solutions are being ranked by a broad stakeholder community coming from all fields of transport. The final step of this process is being done in the upcoming workshop.*

*A further prioritization of solutions will be done through an adapted extended Failure Modes and Effects Analysis (FMEA). The solutions coming out of these rankings, MAMCA and FMEA, will be taken into a creative process of vision building that will be undertaken together with stakeholders from all fields of transport. This will lead to the Vision for Transport in Europe in 2030 which will concentrate on interactions, combinations and interfaces between prioritized solutions. Finally, an action plan to implement that vision will be drafted and put into a broad stakeholder consultation.*



## PART #2

THE MULTI-ACTOR MULTI-CRITERIA  
(MAMCA) METHODOLOGY

## #INTRODUCTION TO MAMCA

In order to obtain a widely supported and consensus-based action plan a Multi-Actor Multi-Criteria Analysis (MAMCA) methodology is used to consult a broad stakeholder community representing the main societal actors in Europe. This stepwise and scientifically sound approach allows the consortium of the MOBILITY4EU project to involve a large group of stakeholders in the process of identifying, evaluating and prioritising future user needs, new transport concepts, implications and potential societal resistance and adoption.

## #MAMCA STEPS

The MAMCA process has been complemented by a number of workshops to receive direct input from the stakeholder community in a democratic way for the construction of the scenarios, validation of objectives, and weighting of stakeholder criteria. The upcoming workshop will serve for final consensus building and selection of the best-ranking scenario.

MAMCA has seven steps: the process started with the **consolidation of the large number of potential future solutions** identified within the opportunity map into 4 scenarios that depict the future of the European transport system. The scenarios have been co-created with stakeholders within the **3rd Mobility4EU workshop “Scenario Construction”** held on 21 October 2016 in Brussels. (step 1).

Then a **stakeholder analysis** mapped all stakeholder groups that are relevant for the evaluation and identified their objectives (e.g. mitigation of air pollution, reduction of traffic accidents, improving equity in rural areas (step 2).

The **objectives were translated into simple criteria** (e.g. reduction of traffic accidents = traffic safety) and each stakeholder group attached weights to their criteria to express the importance of these criteria. The weighting of stakeholder criteria was started at the **4th Mobility4EU workshop “Criteria Weighting” held on 22 November 2016**. At the same time, an online survey was launched on the weighting of stakeholder criteria and a broad stakeholder community was invited to participate. The weighting survey was filled in by 210 stakeholders from 28 countries representing private and public companies, research organisations as well as European national, regional and local associations and local, regional and national governments. (step 3).

Then **indicators and measurement methods** for each criterion were identified with international experts (step 4). Indicators were used to



PART #2 MAMCA METHODOLOGY

#THE PLANNED SCHEDULE OF THE MAMCA PROCESS

**21 OCTOBER 2016**  
 Scenario building workshop (WS3), Brussels

**NOVEMBER, 2016**  
 Online survey to identify stakeholders' objectives

**22 NOVEMBER 2016**  
 Weighting workshop, Brussels (WS4)

**NOVEMBER 2016-JUNE 2017**  
 Online survey to identify stakeholders' criteria and weights

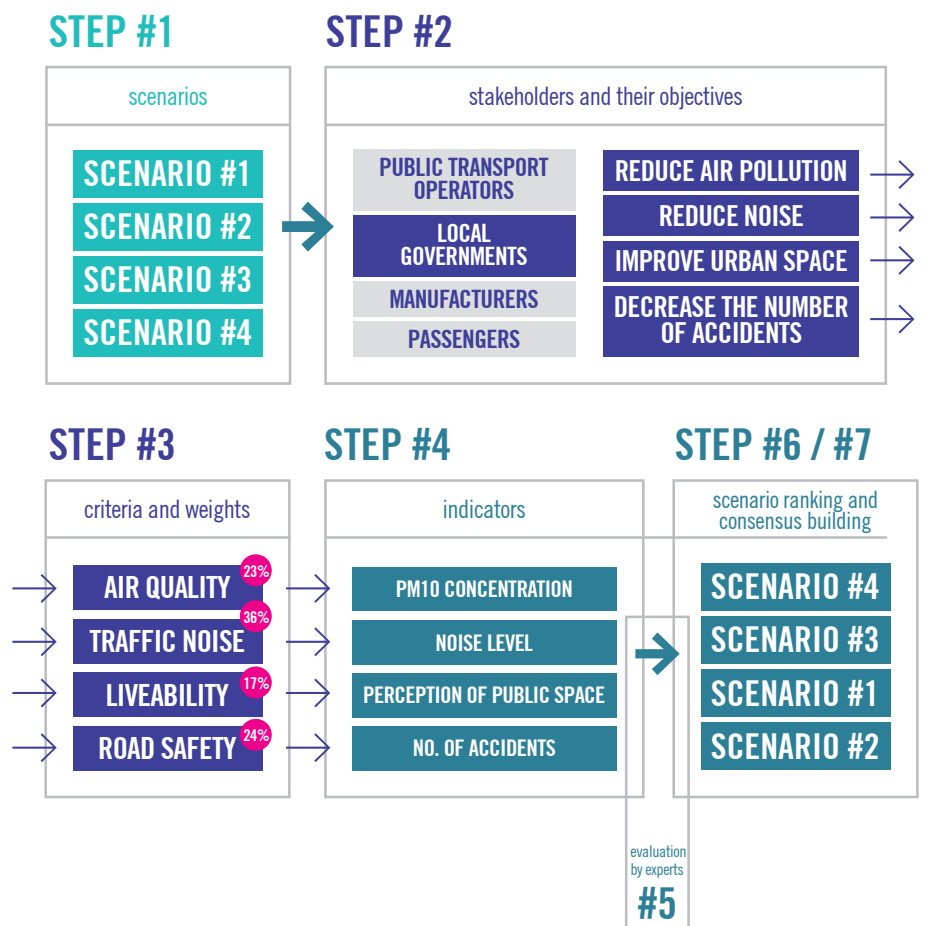
**18 MAY 2017**  
 Evaluation of scenarios with international experts

**24 OCTOBER 2017**  
 Consensus building workshop (WS5)

measure the performance of a scenario i.e. how would a certain future scenario impact a criteria (e.g. air quality) compared to the baseline situation (present). After that, the impact of the **scenarios on the stakeholders' criteria were evaluated by international experts** based on a qualitative assessment e.g. slight improvement, significant improvement, etc.). These assessments were finalised with the experts at **the workshop "Evaluation of scenarios" held on 18 May 2017** (step 5).

In the next step, the results of the evaluation have been produced by the MAMCA software in the form of the **ranking of scenarios for each stakeholder group** (step 6).

The **results of the MAMCA will be discussed with the stakeholders** at the upcoming **workshop "Consensus building"** that will be held on 24 October 2017. There the outcome of the evaluation process will be presented to and discussed with them (step 7). Since MAMCA does not produce an ultimate ranking of the scenarios this **workshop will serve as a consensus-building platform** where all stakeholders will come to a consensus on the scenario that best represents their objectives for the future of transport in the EU. This scenario then will be taken forward to the vision and action plan (see also part 1).



## PART #3 FIFTH WORKSHOP

## CONSENSUS BUILDING

## #OBJECTIVES

The workshop has three aims:

1. Present and discuss the results of the evaluation of scenarios for mobility in 2030 through various visualisations.
2. Identify synergies and conflicts between the stakeholder groups and highlight critical criteria.
3. Present the most preferred scenarios showing the highest level of consensus.
4. Discuss the solutions proposed for the final consolidated scenario.
5. Prioritise solutions for the consensus scenario through discussion in groups.

## #INTERACTIVE SESSIONS

**Interactive session (afternoon)**

*The aim of the interactive session is to discuss the synergies and conflicts between the two most preferred scenarios from the point of view of the stakeholders and thus validate the MAMCA analysis. Participants will work in small groups led by a moderator.*

*The groups will have two tasks:*

**1. Discussion of the final consolidated scenario**

*Stakeholders will select solutions that are not suitable for the final scenario because:*

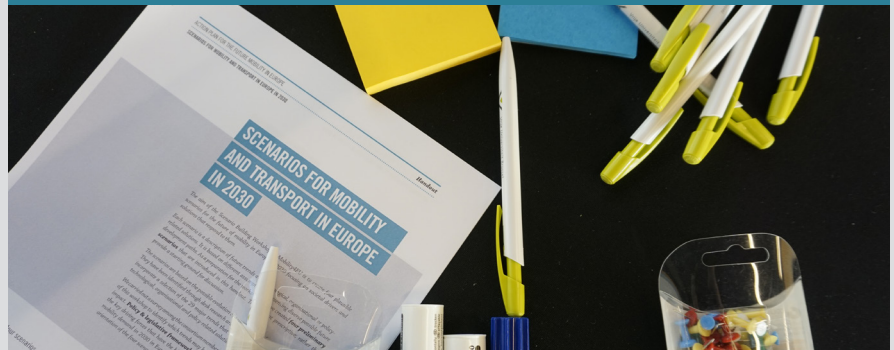
- *they are contradictory to other measures;*
- *they are not realistic in the 2030 timescale;*
- *they are already advanced today and do not need further policy support.*

**2. Comparison of the two most preferred scenarios from the stakeholders' point of view**

- *What are the elements of the scenarios that conflict with the stakeholders' interests?*
- *How can the scenarios be adjusted to appeal to all participating stakeholders?*

## PART #3 FIFTH WORKSHOP

## WORKSHOP AGENDA



<b>MODERATION</b>	Imre Keseru, VUB
9:45-10:00	Registration and coffee
10:00	<b>Welcome</b> Gereon Meyer, VDI/VDE-IT Imre Keseru, VUB
10:15-10:30	<b>Introduction to the Mobility4EU project</b> Beate Müller, VDI/VDE-IT
10:30-11:15	<b>Results of the evaluation of scenarios (MAMCA) Presentation of the weighting and evaluation results and the most preferred scenarios</b> Imre Keseru, VUB
11:15-11:45	Discussion, questions
11:45-12:00	<b>Scenarios for our environment in 2030: prospects for Europe</b> Sandra Wappelhorst, ICCT
12:00-13:00	Lunch
13:00-14:30	<b>Consensus making on the scenarios (evaluation and ranking in groups)</b> <b>Group moderators:</b> Beate Müller, VDI/VDE-IT, Elisa Gagatsi, VUB Thierry Coosemans, VUB, Imre Keseru, VUB
14:30-14:45	Coffee break
14:45-15:15	<b>Consolidation of the results, discussion</b> Imre Keseru, VUB
15:15-15:30	<b>Legal framework: a constraint or an enabler for the future scenarios?</b> Yves Stans, Osborne Clarke
15:30-16:00	<b>Conclusions and next steps: Developing the vision and action plan</b> Beate Müller, VDI/VDE-IT, Imre Keseru, VUB



## PART #3 FIFTH WORKSHOP

# WORKSHOP LOCATION



**University Foundation/ Fondation Universitaire**  
Egmontstraat 11 -rue d'Egmont  
1000 Brussels

**Access by public transport:**

The University Foundation is located between two underground stations **Troon/Trône** and **Porte de Namur/Naamsepoort** on lines **2/6**.

Train/airport connection: **Station Brussels-Luxembourg** is 10 minutes' walk with direct trains to the airport.



## PART #3 FIFTH WORKSHOP

## ATTENDEES

**Freek Bos**, Rover

**André Ceron**, Colruyt

**Thierry Coosemans**, VUB

**Willie de Swart**, Rotterdamse Elektrische Tram

**Erzebet Foldesi**, Budapest Association of Persons with Physical Disabilities

**Erzsébet Fördös-Hódy**, Budapest Association of Persons with Physical Disabilities

**Elisa Gagatsi**, VUB

**Alessia Golfetti**, Deep Blue

**Riccardo Groppo**, Ideas & Motion

**Daniel Hayes**, Low Carbon Vehicle Partnership

**George Holley-Moore**, International Longevity Center-UK

**Rebecca Hueting**, Deep Blue

**Imre Keseru**, VUB

**Cornel Klein**, SIEMENS

**Juho Kostianen**, VTT

**Fabian Küster**, European Cyclists' Federation

**Máté Lénárt**, KK Centre for Budapest Transport

**Lucile Mendoza**, Humanist

**Angelo Meuleman**, Taxistop

**Gereon Meyer**, VDI/VDE Innovation und Technik GmbH

**Beate Müller**, VDI/VDE Innovation und Technik GmbH

**Linda Napoletano**, Deep Blue

**Wim Pannecouckeé**, Colruyt

**Annette Randhahn**, VDI/VDE Innovation und Technik GmbH

**Xavier Sanyer**, ATM

**Yves Stans**, Osborne Clark

**Marcia Urban**, Bauhaus Luftfahrt

**Ineke van der Werf**, Rover

**Miguel Vertirest**, Sustainable Mobility Network (BE)

**Sandra Wappelhorst**, ICCT

**Bert Witkamp**, AVERE

**Christine Zeller**, SIEMENS