



New mobility solutions, governance principles and regulation: The Knowledge Bank

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NEW MOBILITY SERVICES: REGULATION & COOPERATION



@H2020GECKO
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RAPID PROLIFERATION OF NEW TECHNOLOGIES AND DISRUPTIVE INNOVATIONS

Threat or Opportunity for the well established players?



INADEQUATE EXISTING REGULATORY FRAMEWORKS

Regulators and decision makers struggle to keep up with the rapid development of technology



MAKING THE MOST OF DISRUPTION

What we need to take the best of the innovation?

- Right **regulatory framework** conditions
- **Cooperation** between the public authorities and the industry, business and operators

Here comes
the **GECKO**



Support authorities with tools and recommendations for new regulatory frameworks to lead the transition to the new mobility era across all modes

INNOVATION CATEGORIES

**Connected,
Cooperative, and
Automated Mobility**



**Infrastructure, Network,
and Traffic Management**



**Shared On-Demand
Mobility**



**MaaS and MaaS
Platforms**

PROJECT METHODOLOGY: 3 DIMENSIONS

STATE OF PLAY

Identification of new mobility services, technologies and business models

Evaluation of current regulation and governance frameworks

STAKEHOLDER ENGAGEMENT

Workshops

Online surveys

Telephone interviews

Online discussion and exchange forum

Focus groups

REGULATORY SUPPORTIVE TOOLS

Knowledge Bank

Regulatory Framework Dashboard

Compliance map

Adaptive Roadmap

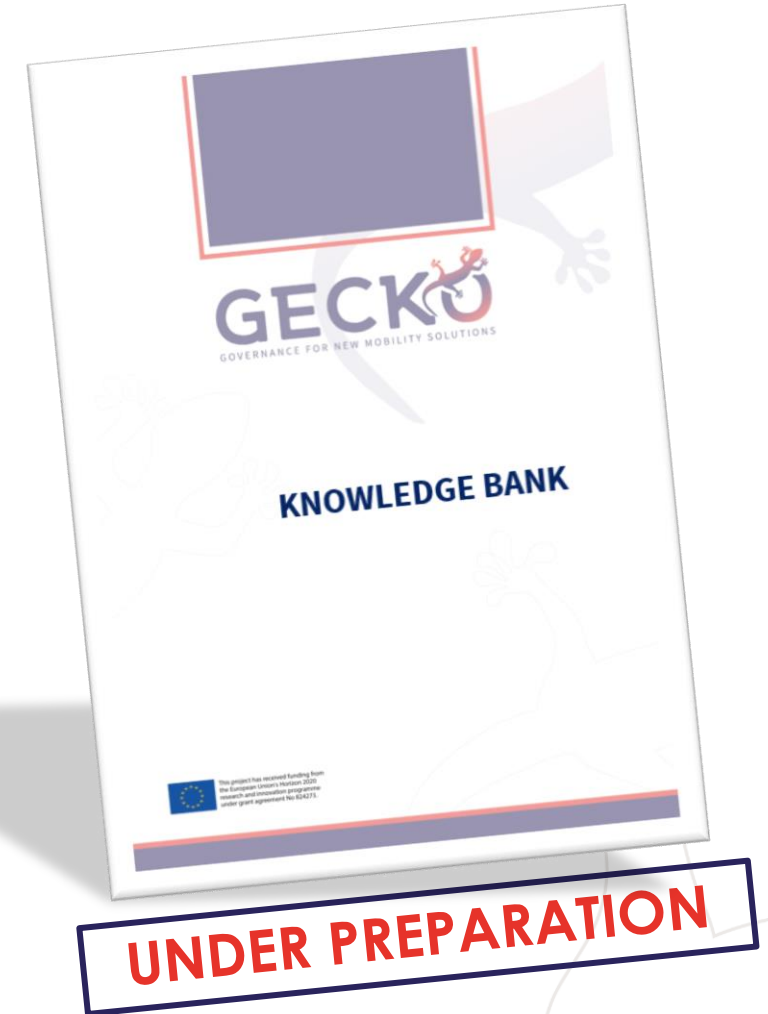
Position paper

KNOWLEDGE BANK

Offers information about the new mobility services and technologies that are currently or will be available in the market.

To include:

- New mobility service and technology
- Market analysis
- End-users perspectives and mobility needs
- Public and private party cooperation
- Business model
- Regulatory responses



NEW MOBILITY REGULATION AND COOPERATION



GOVERNANCE – THE CHALLENGE

- The governance challenge for authorities is to guide the deployment of technologies and new business models in a way that maximises their benefits for cities
- High level of uncertainty
- Experimenting to see if measures move the urban mobility system in a sustainable direction

FLEXIBLE APPROACHES FOR REGULATING NEW MOBILITY

Flexible approaches	Pros	Cons	Policy instruments
Adaptive regulation	High Flexibility Compliant with fast evolving and not anticipated technology framework	Public expenditure regarding data collection Policy instability	Soft laws: self/co-regulations with impact analysis and periodic review
Regulatory sandbox	Innovation fostering Reduced time-to-market Ensuring market integrity Development of compliant rules	High costs Advantages for selected startups Risks for consumers who are testing	Subsidies
Outcome-based regulation	Innovation fostering Flexibility Acceptance by stakeholders that develop solutions to be compliant	Not efficient if outcomes are not well defined Lack of guidance Higher cost	Soft laws: self/co-regulations with impact analysis and periodic review
Risk-based	Risk assessment supports decision-making Greater outcomes, cost-effective	Higher costs	All policy instruments
Collaborative	Acceptancy improved, compliancy, share of knowledge	Time consuming No clear leadership	Co-regulation

COOPERATION VIA PUBLIC- PRIVATE PARTNERSHIP - PPP

- Different groups of actors
- No clear chain of command
- Problematic aspect lies in the conditions for collaboration
- Partnership means innovation
- Tend to emerge at the local level
- Build over time



PUBLIC-PRIVATE
PARTNERSHIPS



EXAMPLE COOPERATION PUBLIC AND PRIVATE PARTIES

- Decision taken in a city to **facilitate the take up of New Mobility Solutions** to complement traditional public transport
- The city develops a **Memorandum of Understanding** that all micromobility providers must agree too
- Set up a '**sharing community**' with operators, which meets monthly to facilitate discussion between the city and operators.
- Increase in micromobility trips



STAKEHOLDER SURVEY RESULTS



NEW MOBILITY REGULATIONS SURVEY

80 stakeholder responses

Gather regulations that exist (or should exist) for new mobility solutions

70% regulation that has already been put into force

47% regulation at a city level

61% regulation for transport of persons

33% regulation for shared on demand mobility

COOPERATION BETWEEN PUBLIC AND PRIVATE PARTIES SURVEY

45 stakeholder responses

Gather info about the formality of public and private cooperation

32% of public parties and **38%** of private parties...

have signed contracts that define their relationship with the private/public sector

47% of public parties and **58%** of private parties...

foresee the need to be clearer in the future about the formality of this relationship

Private and public sector actors rated the importance of the cooperation at **8,8** out of 10

Thank you for listening

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