

May 2022

# UAM FOR ALL WORKSHOP REPORT



## ➤➤ Main Findings

# INTRODUCTION

While Urban Air Mobility (UAM) is a fairly new concept, it is poised to enhance the mobility network in European cities and regions. This new form of mobility can potentially alleviate issues like congestion, while also saving on infrastructure costs and time. However, its introduction is not without challenges.

With UAM becoming a fast approaching reality, many projects have been established across Europe to support research on the topic. While these projects contribute their own knowledge and expertise to UAM research, all projects directly involve stakeholders and citizens to ensure that any future services will create added value for society.

The EU-funded **AURORA** project, along with three other European projects, **AiRMOUR**, **FF2020**, and **USEPE** recognise the need for sharing knowledge and best practices to facilitate UAM's integration in European cities and regions. Together with stakeholders and citizens, these projects aim to better understand the potential impact and complexities of UAM.

Therefore, these four projects launched a joint workshop, **Urban Air Mobility for All**, in May 2022 to share information about their project goals and to create an open debate about this emerging industry. The aim of this workshop was to ensure that our innovative solutions meet the needs of citizens and stakeholders.

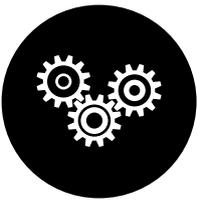


# PARTICIPANTS

With this workshop, we aimed to explore the opportunities and challenges of introducing UAM services in European cities and regions. To facilitate these discussions, we involved industry partners, cities and authorities, as well as citizens in the workshop.

In total, there were **17 participants** engaged in the workshop. While 16 of the 17 participants were already aware of the concept, expertise levels and familiarity with UAM varied.

To respect the privacy of workshop participants, their identities will remain anonymous throughout this report.



## 02 Industry representatives

Participants included airports and technology partners.



## 05 Authority representatives

Participants included representatives from cities as well as local and regional authorities.



## 10 Citizen representatives

Participants included mobility researchers, vulnerable group and citizen representatives, as well as university students.

# METHODOLOGY



With this workshop, we aimed to achieve two key objectives:

#### **Build community:**

- Engage, inform, and involve citizens & stakeholders in a new form of mobility: Urban Air Mobility (UAM).

#### **Explore:**

- How should Urban Air Mobility look like for citizens to accept and use it?

We therefore engaged participants in interactive discussions to understand their views and concerns related to the varying use-cases of UAM.

This joint workshop was held on Tuesday, May 17th 2022, from 13:30 to 16:30 CEST on location in Brussels.

***"How should  
Urban Air  
Mobility look  
like for citizens  
to accept and  
use it?"***

# MAIN FINDINGS

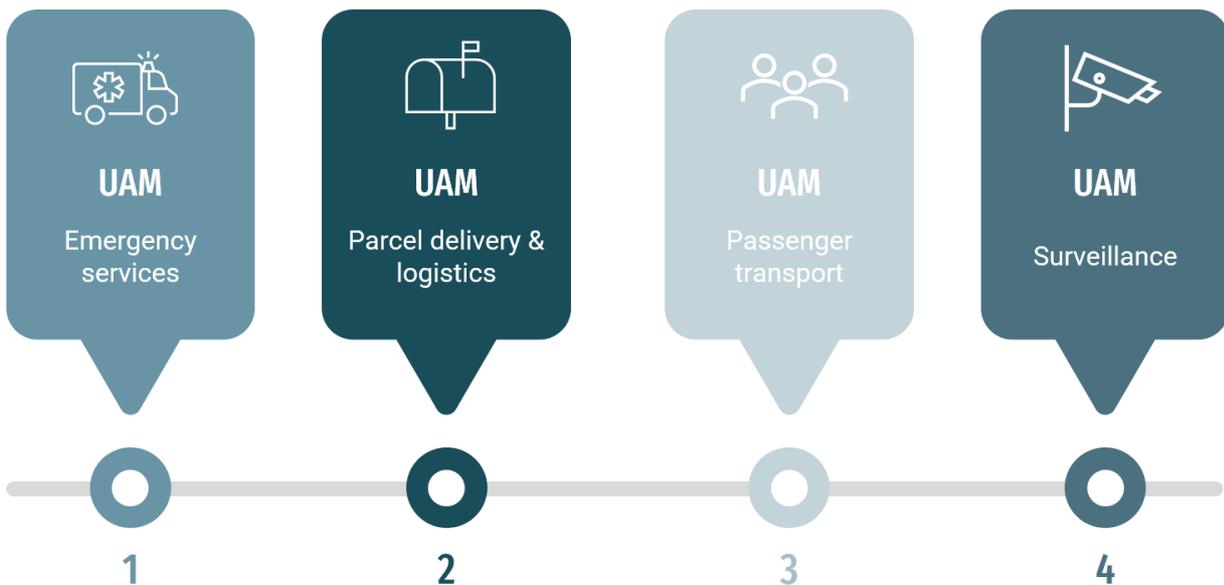
For a first activity, we divided participants into three groups and asked them to discuss their views on UAM. We asked them about the use-cases they find relevant, potential benefits they see, as well as their concerns with this new form of mobility.

Below, we highlight some key findings:

Group	Outcome
Industry	<ul style="list-style-type: none"><li>• Interoperability between countries, e.g. standards and languages, was seen as a challenge.</li><li>• Responsibility and accountability regarding regulation enforcement were also seen as key challenges.</li></ul>
Authorities	<ul style="list-style-type: none"><li>• Sustainability of UAM was seen as a concern.</li><li>• Emergency services may be a useful application, but must be evaluated to understand if they are more beneficial than current services.</li></ul>
Citizens	<ul style="list-style-type: none"><li>• Advantages and usefulness of UAM were noted as major points of attention. Investments should be evaluated to understand if they are better spent on existing transport options.</li><li>• Other concerns included noise and privacy.</li><li>• Rescue operations can potentially be benefitted by UAM, but the costs seem to outweigh the benefits. This should be further researched.</li></ul>

For a second activity, we asked participants to discuss the different use-cases of UAM, and how they envisioned these services in the city of Brussels. Each group was given a map to define the flight paths and landing spaces related to their use-case.

## UAM Use-cases



- **Emergency services** - This group discussed the importance of flight paths following streets, corridors between hospitals, as well as dedicated parking spots for UAM vehicles. This group also noted that a real-time assessment is needed to determine the benefit of drones for emergency services. Privacy was mentioned as a concern.
- **Parcel delivery** - This group noted their privacy concerns related to school children and stated that flight paths should follow streets to limit noise. This group also stated that parcel delivery services should be limited to commercial areas and should avoid residential and natural areas.
- **Passenger transport** - This group did not find a real use-case for transporting people in urban areas. Instead, they believed that UAM is better equipped for rural areas, with a potential use-case to replace bridges or boats for over-water transport. Some additional concerns included investment costs, physical accessibility, and the costs for passengers to utilise these services.
- **Surveillance** - This group also had privacy concerns and noted that schools should be avoided in UAM flight paths. Their use-cases involved road traffic management, crowd monitoring, infrastructure surveillance and civil security. For this group, a centralised Headquarters was considered useful to ensure fluid operations.

# CONCLUSIONS

A major takeaway from the workshop discussions is that UAM services should create added value for citizens and cities. Citizens and (local) authorities should therefore debate on the needed use-cases for UAM in order to understand if new investments are truly beneficial to society. Likewise, many participants voiced their concerns that the demand for such services should come from citizens rather than the industry.

After a fruitful discussion, some lingering questions remain:



Drones seem to be inevitable and are already being used, but how can we deal with them? Who is responsible for enforcing rules? In this regard, participants also noted that **strong regulations will be key**.



How can we create added value for citizens and cities? Workshop participants emphasised that **public interest should be the focus**, rather than profit.



Are all the benefits and consequences known? Where should investments be placed? Participants noted that **more data is needed to understand if UAM's introduction is viable and needed**.



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