



# **Synthesis of engagement process and input for recommendations and guidelines**

13/08/2021

Author(s):

Ping-Jen Kao, Bonnie Fenton and Maria Kamargianni, Luciano Pana Tronca, Georgia Kouta and Christina Georgouli



This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 824273.

## SUMMARY SHEET

<b>Deliverable No.</b>	5.5
<b>Project Acronym</b>	GECKO
<b>Full Title</b>	Governance principles and mEthods enabling deCision maKers to manage and regulate the changing mObility systems
<b>Grant Agreement No.</b>	824273
<b>Responsible Author(s)</b>	Ping-Jen Kao, UCL
<b>Responsible Co-Author(s)</b>	Bonnie Fenton, RC; Maria Kamargianni, Luciano Pana Tronca, Georgia Kouta and Christina Georgouli, UCL
<b>Peer Review</b>	Yannick Bousse, UITP
<b>Quality Assurance Committee Review</b>	N/A
<b>Date</b>	13/08/2021
<b>Status</b>	Final
<b>Dissemination level</b>	Public
<b>Abstract</b>	The current deliverable reviews all stakeholder activities and existing deliverables to identify critical findings and offer input for the guidelines, roadmap and a joint position paper in WP4 'New regulatory approaches to devise new regulatory schemes, frameworks and governance models. Since most data from the stakeholder engagement process was qualitative, this deliverable adopted the software NVivo to assist the analysis.
<b>Version</b>	1.0
<b>Work package No.</b>	5
<b>Work package Title</b>	Stakeholder engagement hub and networking
<b>Programme</b>	Horizon 2020
<b>Coordinator</b>	UITP – The International Association of Public Transport

**Website** [www.h2020-gecko.eu](http://www.h2020-gecko.eu)

**Starting date** December 2018

**Number of months** 33

This report is subject to a disclaimer and copyright. This report has been carried out under a contract awarded by the European Commission, contract number: 824273. The content of this publication is the sole responsibility of the GECKO project.



## PROJECT PARTNERS

Organisation	Country	Abbreviation
UNION INTERNATIONALE DES TRANSPORTS PUBLICS	BE	UITP
FIT CONSULTING SRL	IT	FIT
UNIVERSITY COLLEGE LONDON	UK	UCL
POLIS - PROMOTION OF OPERATIONAL LINKS WITH INTEGRATED SERVICES, ASSOCIATION INTERNATIONALE	BE	POLIS
RUPPRECHT CONSULT - FORSCHUNG & BERATUNG GMBH	DE	RC
ABSISKEY	FR	CHT
ABO AKADEMI	FI	ÅA
CONFEDERATION OF ORGANISATIONS IN ROAD TRANSPORT ENFORCEMENT	BE	CORTE
UNIVERSITA COMMERCIALE LUIGI BOCCONI	IT	UB

## DOCUMENT HISTORY

Version	Date	Organisation	Main area of changes	Comments
0.1	01-06-2021	UCL	Draft structure	
0.7	01-08-2021	UCL	Draft report	
0.8	12-08-2021	UITP	Peer review	
1.0	13-08-2021	UCL	Final report	

## LIST OF ACRONYMS

**D** – Deliverable

**KPI** – Key Performance Indicator

**NGO** – Non governmental organisation

**WP** – Work Package



## TABLE OF CONTENTS

<b>1. DELIVERABLE OBJECTIVE</b> .....	<b>8</b>
1.1. Deliverable Motivation .....	8
1.2. Deliverable Structure .....	8
<b>2. SUMMARY OF ALL STAKEHOLDER ACTIVITIES</b> .....	<b>9</b>
2.1. Stakeholder Surveys.....	9
2.2. Stakeholder Interviews .....	10
2.3. Stakeholder Workshops .....	10
<b>3. ANALYSIS OF RELEVANT STAKEHOLDER ACTIVITIES</b> .....	<b>11</b>
3.1. Word Cloud Analysis of Three Workshops.....	11
3.2. Word Tree Analysis of Three Workshops.....	15
<b>4. ANALYSIS OF RELEVANT DELIVERABLES</b> .....	<b>18</b>
4.1. Word Cloud Analysis of Each Work Package .....	18
4.2. Word Tree Analysis with Selective Keywords .....	20
<b>5. CONCLUSION</b> .....	<b>23</b>
<b>6. ANNEX1 KEYWORD REFERENCE BOOK</b> .....	<b>24</b>
.....	24



## LIST OF FIGURES

Figure 1 Word Cloud Analysis of Stakeholder Workshop 1.....	12
Figure 2 Word Cloud Analysis of Stakeholder Workshop 2.....	13
Figure 3 Word Cloud Analysis of Stakeholder Workshop 3.....	14
Figure 4 Word Tree Analysis of Three Workshops (“regulation”).....	15
Figure 5 Word Tree Analysis of Three Workshops (“data”).....	16
Figure 6 Word Tree Analysis of Three Workshops (“mobility”).....	16
Figure 7 Word Cloud Analysis of WP1.....	19
Figure 8 Word Cloud Analysis of WP2.....	19
Figure 9 Word Cloud Analysis of WP3.....	20
Figure 10 Word Tree Analysis of Three Workshops (“regulatory framework”).....	21
Figure 11 Word Tree Analysis of Three Workshops (“governance”).....	21
Figure 12 Word Tree Analysis of Three Workshops (“cooperation”).....	22
Figure 13 keyword Reference Book Illustration (“regulatory framework”).....	22
Figure 14 Word Cloud Analysis of Overall GECKO Project.....	23

## LIST OF TABLES

Table 1 Summary of Stakeholder Survey.....	9
Table 2 Summary of Stakeholder Workshops.....	10
Table 3 List of Selected Deliverables in the Analyses.....	18



# 1. DELIVERABLE OBJECTIVE

## 1.1. Deliverable Motivation

GECKO's primary goal is to support authorities with tools and recommendations for new regulatory frameworks to lead the transition to the new mobility era of cooperative, inclusive, competitive, sustainable, and interconnected mobility across all modes through evidence-based research. It leverages the advantages of the strong networks of its partners and stakeholders to ensure solutions are co-designed and validated.

To support different WPs, a variety of stakeholder engagement activities were conducted throughout the project. GECKO has collected diverse data, including surveys, interviews, focus groups and workshops to address relevant topics. Based on this background, the current deliverable reviews all stakeholder activities and existing deliverables to identify critical findings and offer input for the guidelines, roadmap and a joint position paper in WP4 'New regulatory approaches to devise new regulatory schemes, frameworks and governance models. Since most data from the stakeholder engagement process was qualitative, this deliverable adopted the software NVivo to assist the analysis. NVivo is a qualitative data analysis software package that helps researchers organize, analyse, and find insights in unstructured or qualitative data such as open-ended survey responses, interviews, and workshops. With the support of NVivo, all the data were categorised and structured to detect patterns, with appropriate visualisations (i.e., word clouds and word trees) that identify critical findings.

## 1.2. Deliverable Structure

This document is comprised of the following chapters:

- Chapter 1 provides a concise executive summary for deliverable 5.5.
- Chapter 2 presents an introduction to discuss the motivation and structure of the deliverable.
- Chapter 3 summarises key stakeholder activities.
- Chapter 4 analyses relevant stakeholder activities with NVivo.
- Chapter 5 analyses key deliverables with NVivo.
- Chapter 6 offers a conclusion to summarise key findings.



## 2. SUMMARY OF ALL STAKEHOLDER ACTIVITIES

A range of activities has been conducted to engage stakeholders and collect data to generate insights for GECKO deliverables. The stakeholders were grouped into three categories:

- Policymakers: who need to decide where and how to allow/facilitate/support the implementation of new mobility solutions at the local, regional, national, or supra-national level.
- Policy recipients: innovative technology providers or those planning or currently operating new mobility services (any mode, either for people or goods).
- Other influencers: researchers, NGOs, associations, consultants or other influencers with relevant experience or expertise.

Overall, there are 187 stakeholders who joined the GECKO project and contributed to different activities. 50 of them are policymakers, 61 policy recipients and 76 other influencers. The following sections present some critical numbers of each stakeholder activity.

### 2.1. Stakeholder Surveys

Three workshops took place between autumn 2019 and spring 2021. As with all stakeholder engagement activities, efforts were made to ensure a balance of giving and receiving information so that stakeholders see the benefit to themselves and their organisations in participating. The first workshop was held in London, while the second and third workshops were held online, according to the regulations regarding the spread of COVID-19. The allocation of participants in each workshop is summarised in Table 1.

*Table 1 Summary of Stakeholder Survey*

<b>Pre-workshop 1 Survey Participants (24-25 October 2019)</b>			
Policymakers	Policy recipients	Other influencers	Total
20	21	33	74
<b>Pre-workshop 2 Survey Participants (18-25 May 2020)</b>			
Policymakers	Policy recipients	Other influencers	Total
18	17	33	68
<b>Pre-workshop 3 Survey Participants (13-15 April 2021)</b>			
Policymakers	Policy recipients	Other influencers	Total
13	6	13	32

### Other Surveys for GECKO Deliverables

D2.3: 23 stakeholders responded to the cooperation matrix survey.

D2.4: 24 stakeholders responded to the KPIs survey.

## 2.2. Stakeholder Interviews

Stakeholder interviews were conducted to address the needs of different deliverables. We selected interviewees based on their expertise. Overall, we conducted 33 interviews throughout the GECKO project.

## 2.3. Stakeholder Workshops

Three workshops took place between autumn 2019 and spring 2021. As with all stakeholder engagement activities, efforts were made to ensure a balance of giving and receiving information so that stakeholders see the benefit to themselves and their organisations in participating. The first workshop was held in London, while the second and third workshops were held online, given the risk of COVID-19. The allocation of participants in each workshop was summarised in Table 2.

*Table 2 Summary of Stakeholder Workshops*

<b>Workshop 1 (Offline) Participants</b>			
Polymakers	Policy recipients	Other influencers	Total
5	11	9	25
<b>Workshop 2 (Online) Participants</b>			
Polymakers	Policy recipients	Other influencers	Total
9	19	17	45
<b>Workshop 3 (Online) Participants</b>			
Polymakers	Policy recipients	Other influencers	Total
10	17	10	37

## 3. ANALYSIS OF RELEVANT STAKEHOLDER ACTIVITIES

Multiple stakeholder activities (e.g., surveys, interviews, and workshops) supported GECKO deliverables. Among these, stakeholder workshops were the most relevant activities, with the pre-workshop surveys and post-workshop interviews to address the needs of different deliverables. As qualitative data could provide more insights for the guidelines, roadmap, and joint position paper in WP4, the analysis in this section focuses on data from stakeholder workshops and several expert interviews (only with transcripts).

The initial plan saw 30 stakeholders attending each of the three planned workshops. A representative group of 15 “core” stakeholders was selected early in the project to attend all three workshops. This group represents the geographic areas of Europe (Northwest Europe, Central Europe/ Baltic States, Eastern Europe/ Balkan states, Southern Europe/ Mediterranean, Nordic countries) and beyond, and all three sectors of stakeholder (public – at all levels of government, private – in a range of industries, and other influencers) with a stake in the fields being examined by the project. The other 15 invitees to each workshop were a “flex” group, i.e., 15 different people was invited to each workshop. This was done to combine continuity with fresh perspectives at each workshop and focus invitations on particular topics, backgrounds, or mobility areas dictated by the stakeholder input needed at the given stage of the project. This planned format was changed for the second and third workshops due to the pandemic. The drawback was the lack of face-to-face discussion among participants over the course of a workshop. On the positive side, we were able to invite more stakeholders to participate in (shorter) online discussion sessions.

After each workshop, GECKO partners conducted interviews to follow up specific areas with field experts. All data was summarised and analysed in the form of word clouds and word trees. The analysis unit is the workshop.

### 3.1. Word Cloud Analysis of Three Workshops

In workshop 1, we aimed to obtain insights from new mobility stakeholders on the issues of ‘cooperation models among public and private parties in new mobility’, ‘regulatory responses to new mobility and new governance models’, and ‘economic, social and political variables that play a role in the successful introduction of new mobility services’. The word cloud analysis of workshop 1 is presented in Figure 1.







### 3.2. Word Tree Analysis of Three Workshops

To generate more insights for the guidelines, roadmap, and joint position paper in WP4, this deliverable further conducted word trees analyses with the synthesis of three workshops. These word trees will be useful for partners to find relevant evidence that supports their findings in WP4. Figures 4-6 present part of the illustration of word trees (i.e., regulation, data and mobility) in these workshops. In this deliverable, we only demonstrate three examples of word trees. WP4 partners have requested other keywords to identify critical quotes that are relevant to their deliverables.

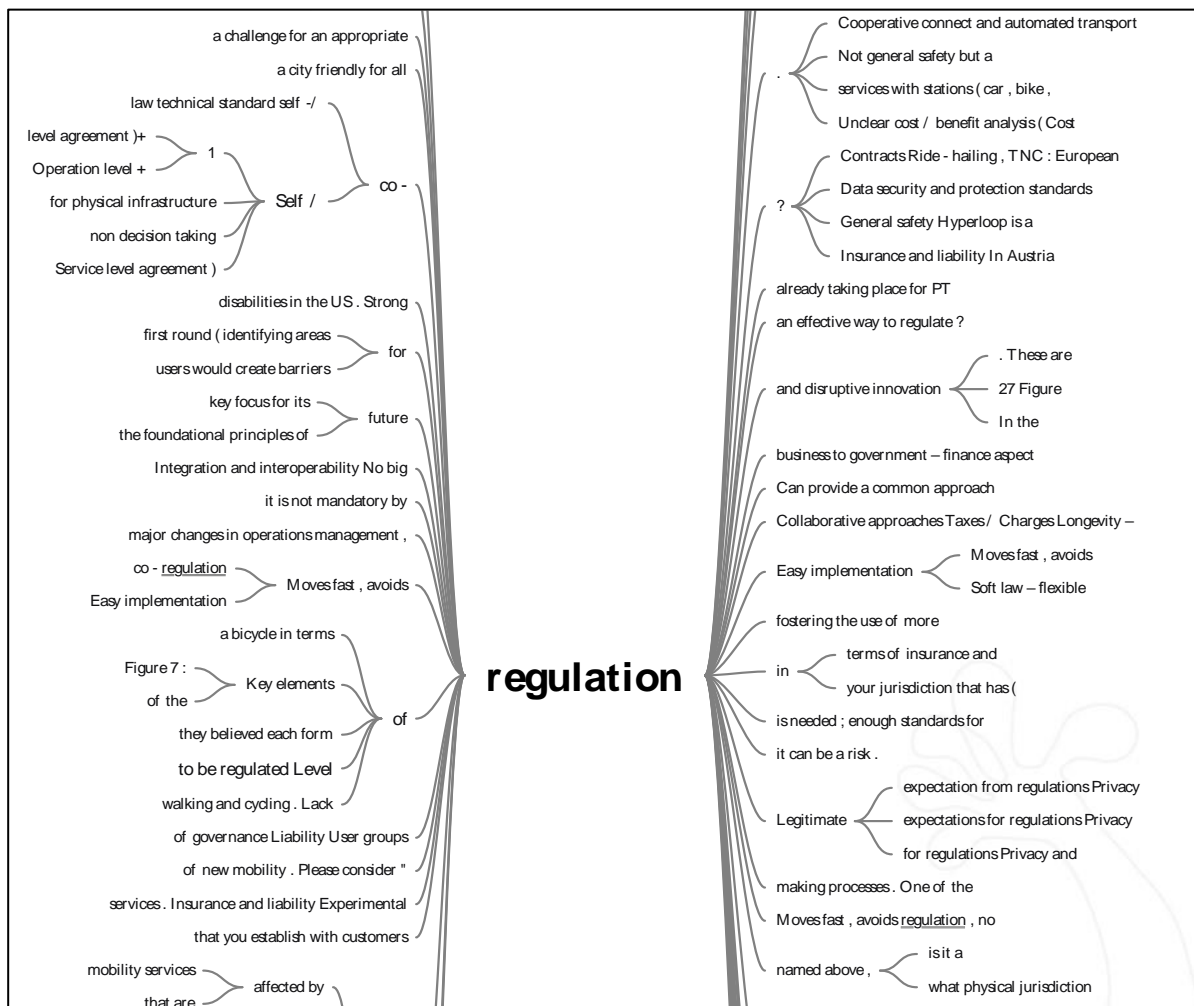


Figure 4 Word Tree Analysis of Three Workshops (“regulation”)

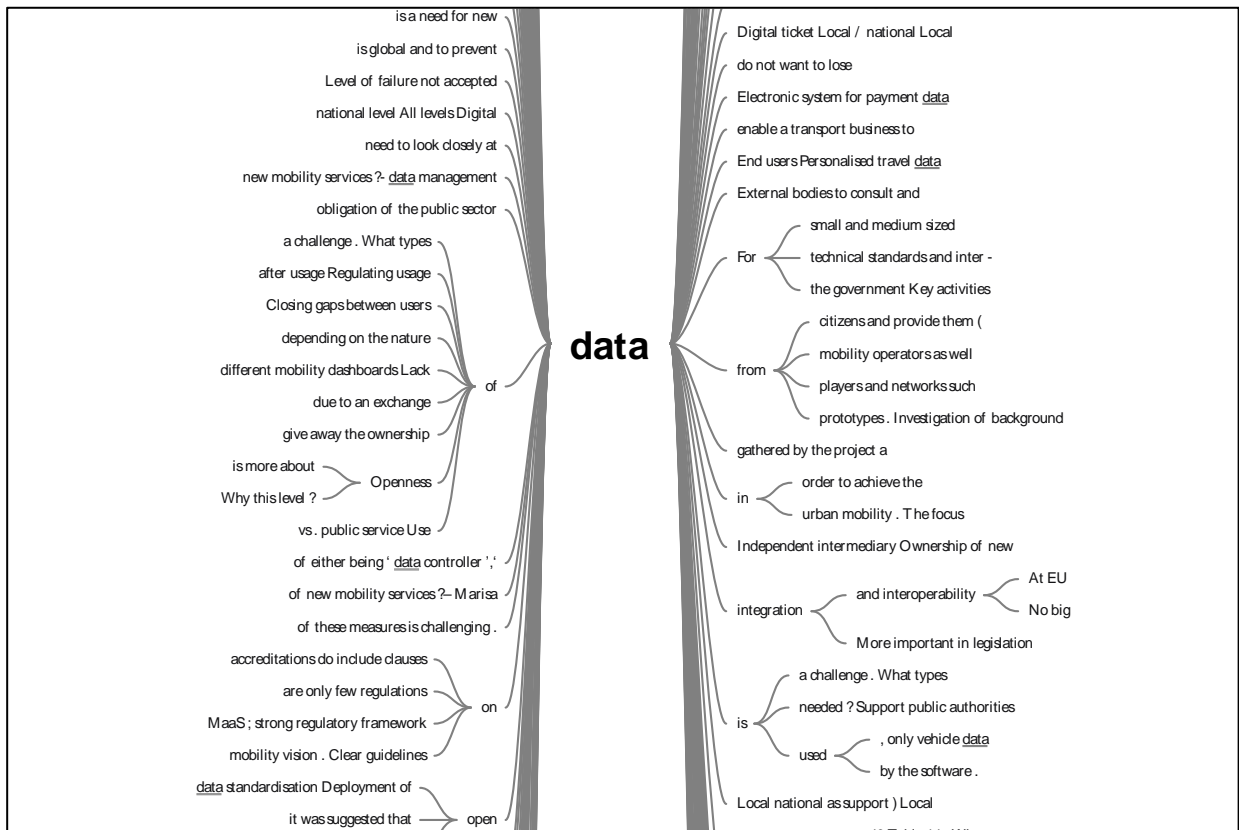


Figure 5 Word Tree Analysis of Three Workshops (“data”)

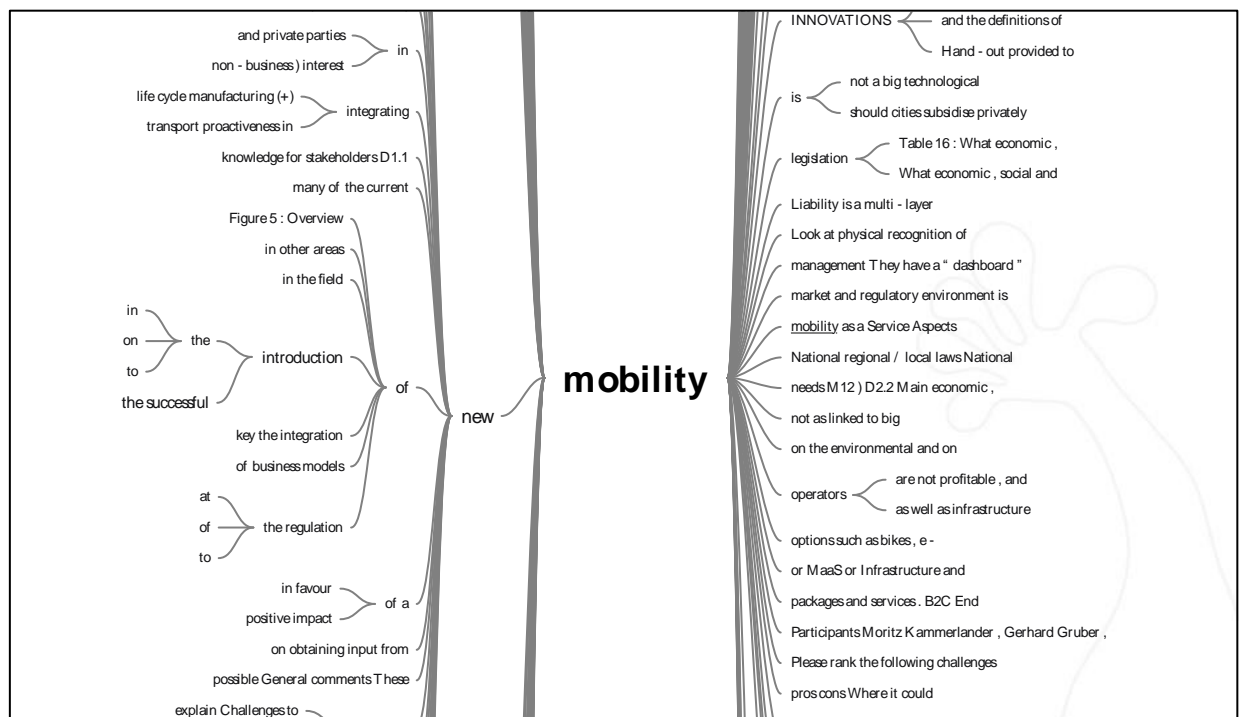


Figure 6 Word Tree Analysis of Three Workshops (“mobility”)



The word tree analyses shows the connection between the selected keywords and relevant quotes in three workshops. Identifying these relationships helps WP4 leaders capture the current focus of their deliverable and offer insights for them to quote the most relevant evidence that supports their arguments in respective deliverables.



## 4. ANALYSIS OF RELEVANT DELIVERABLES

After the initial analysis of stakeholder activities with NVivo software, we decided to conduct further word cloud and word tree analyses with the inputs of key deliverables in WP1, WP2 and WP3. Table 1 summarises all deliverables included in our studies. The analyses are highly relevant to the guidelines, roadmap, and joint position paper in WP4 because all these deliverables are based on the evidence provided by stakeholders, in addition to collected secondary data.

*Table 3 List of Selected Deliverables in the Analyses*

WP1 Technological, operational, business and social trends and innovations	
D1.1	Review of new mobility services and technologies and set-up of knowledge bank
D1.4	Final update of new mobility services and business models
WP2 Regulatory and governance frameworks	
D2.2	Investigation of main of economic, political and social variables
D2.3	Analysis of cooperation models among public and private parties
D2.4	Regulatory approaches and governance models for disruptive innovation
D2.5	Final analysis of regulatory responses and governance models
WP3 Impact assessment and prospects for regulatory schemes	
D3.1	GECKO Regulatory Frameworks Dashboard
D3.2	GECKO Impact Assessment
D3.3	GECKO Compliance Map and future requirements

Similar to the analysis of the workshop, the analysis unit of the word cloud is based on each WP. Then all selected deliverables were grouped together to develop word trees.

### 4.1. Word Cloud Analysis of Each Work Package

WP1, WP2 and WP3 were selected for further word cloud analysis because it shows the progress of each task and indicates the changes of focus throughout the project. Figures 7-9 summarise the word clouds of these WPs. These word clouds were presented to GECKO partners to inform them regarding the key focus for the guidelines, roadmap, and joint position paper.

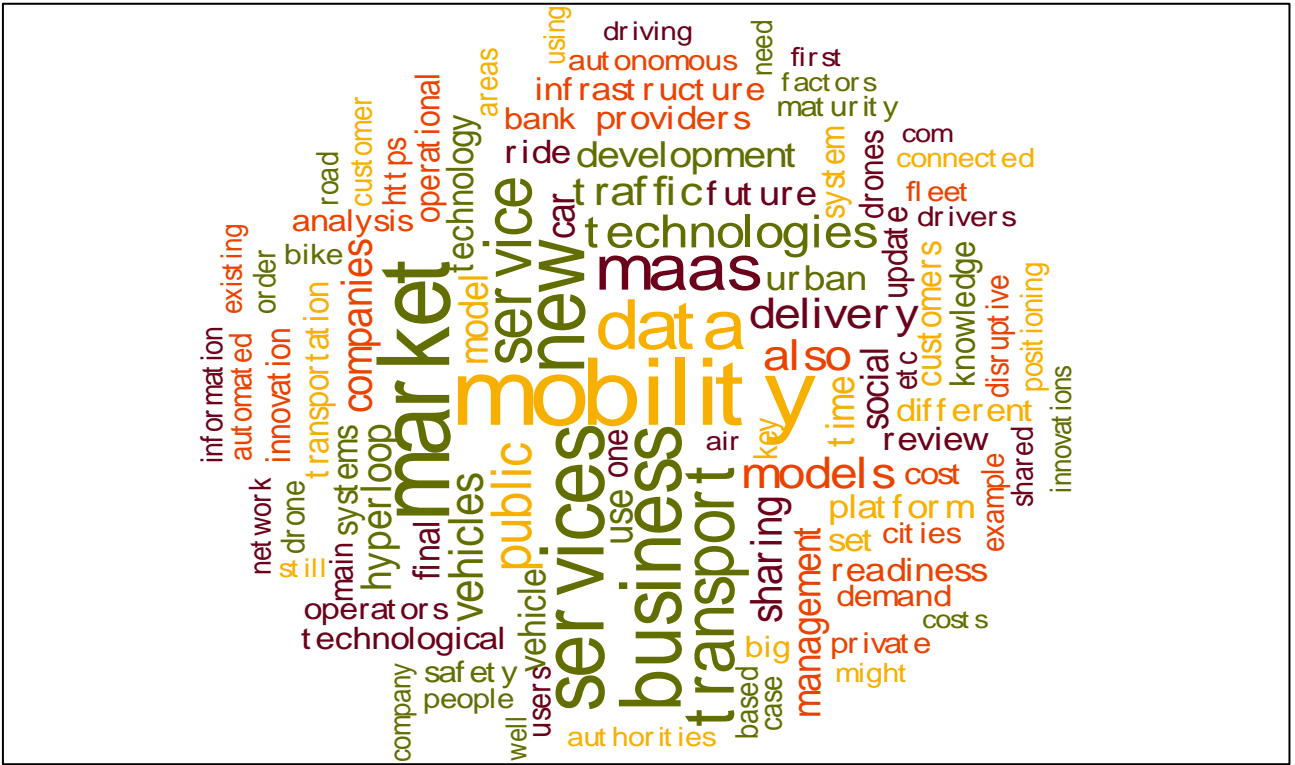


Figure 7 Word Cloud Analysis of WP1

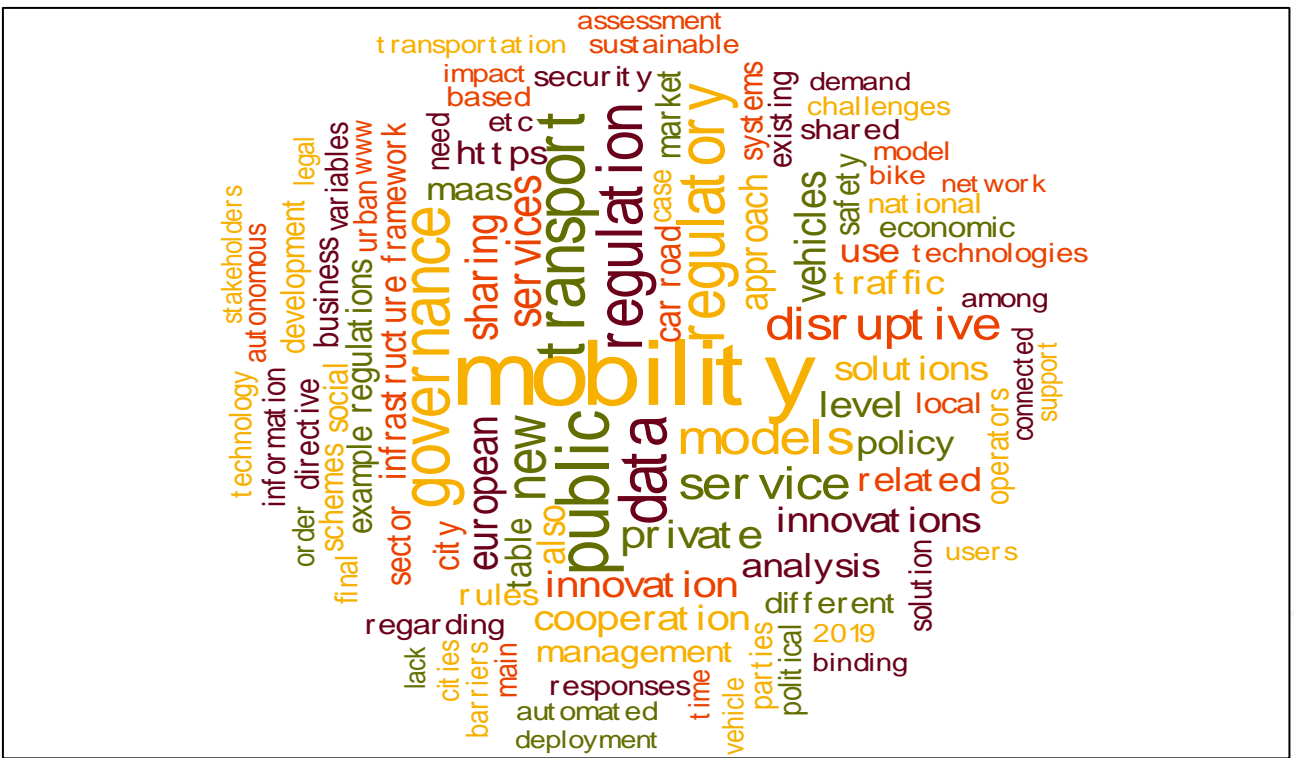


Figure 8 Word Cloud Analysis of WP2



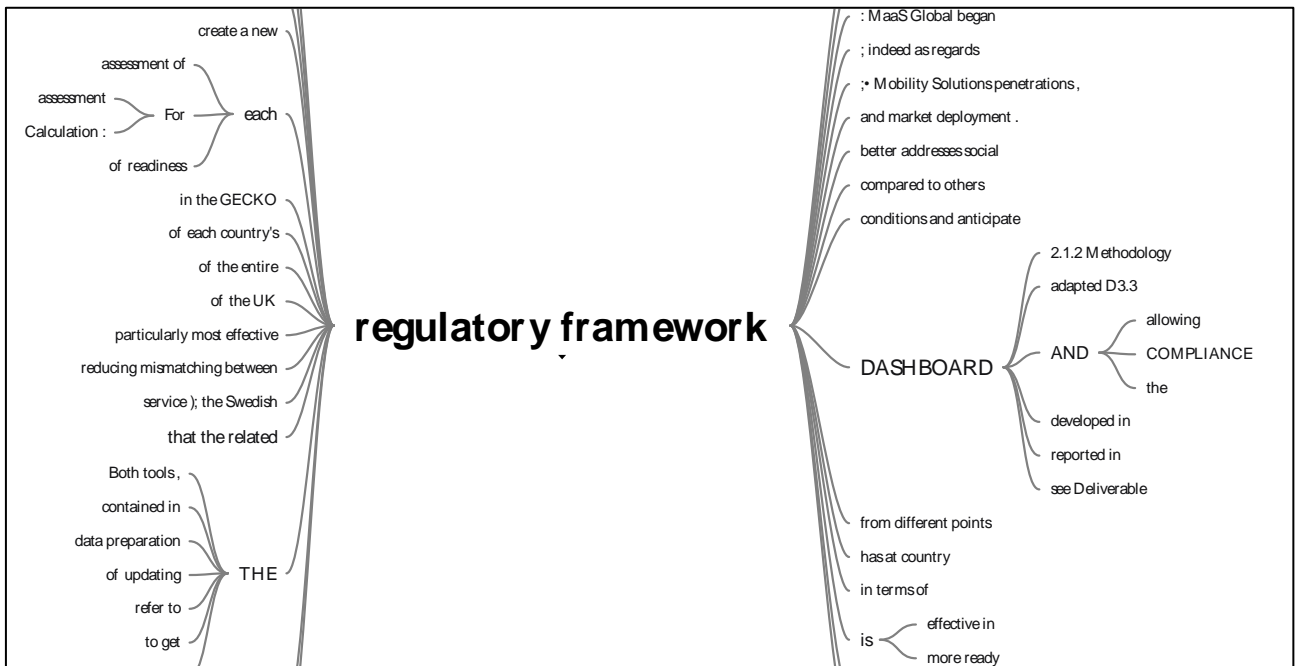


Figure 10 Word Tree Analysis of Three Workshops ("regulatory framework")

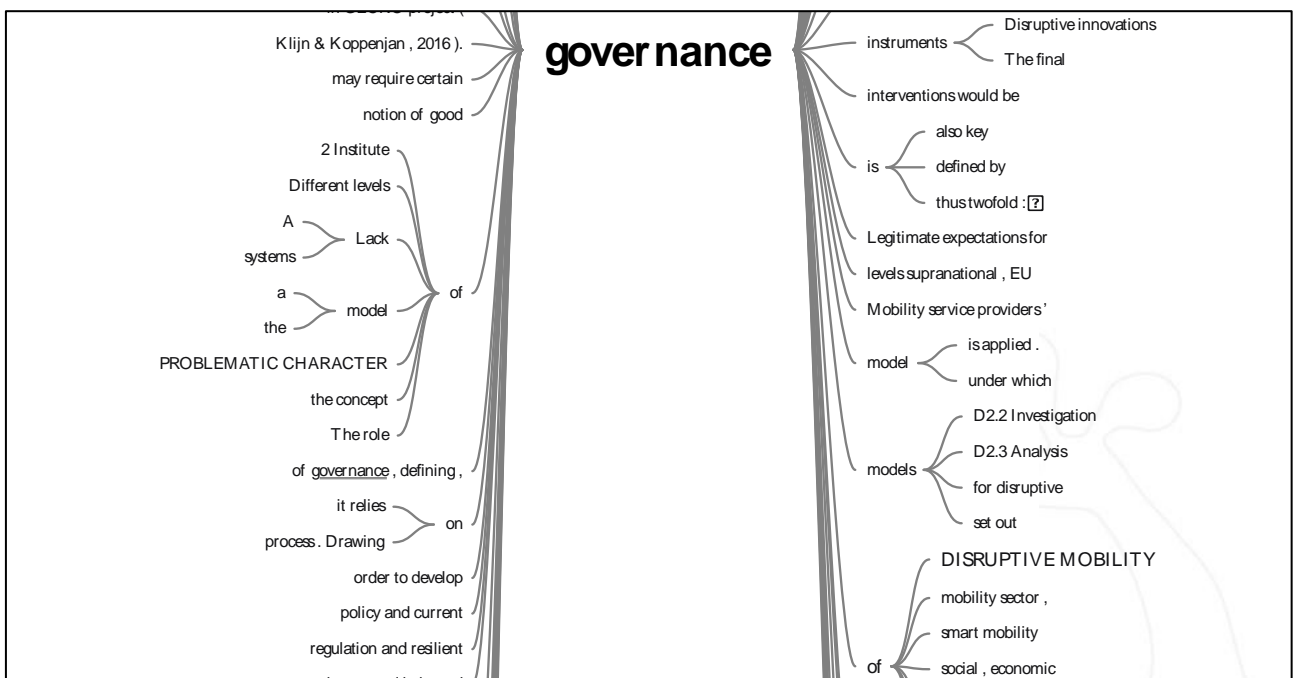


Figure 11 Word Tree Analysis of Three Workshops ("governance")

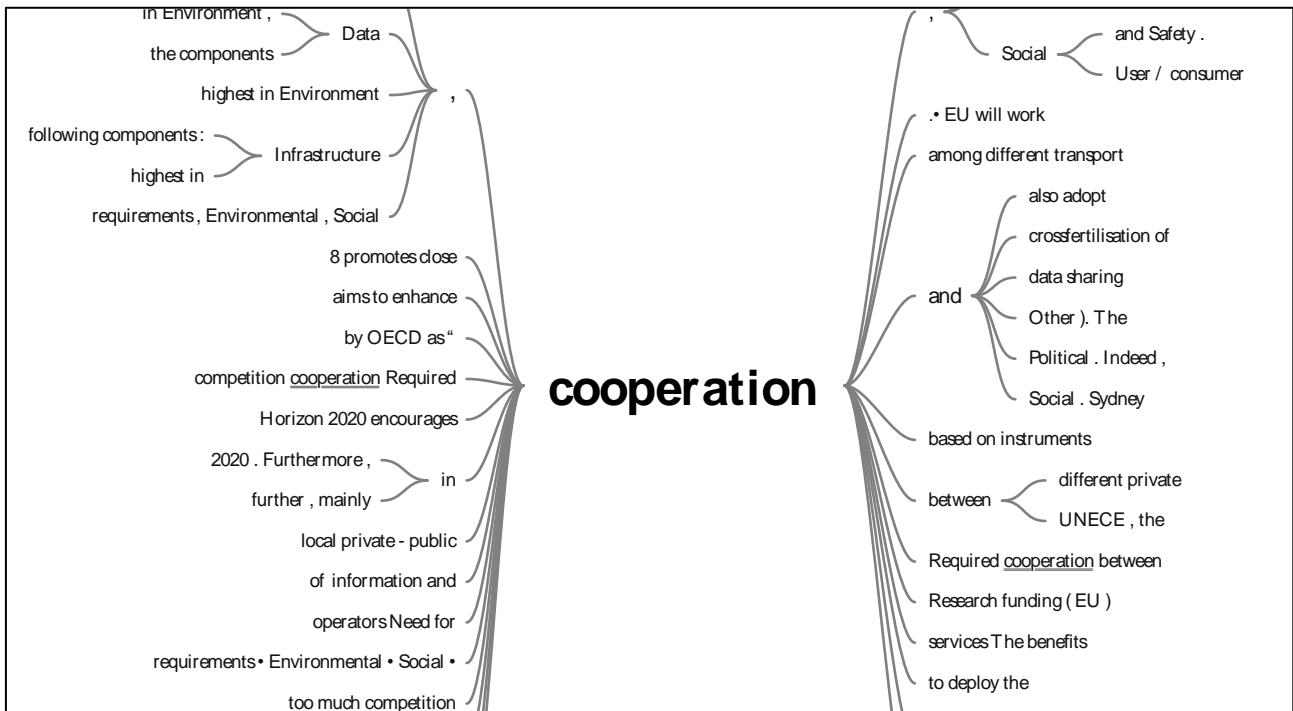


Figure 12 Word Tree Analysis of Three Workshops (“cooperation”)

In addition to word trees, we also created the keyword reference book for partners to find specific quotes efficiently. Figure 13 illustrates some parts of the reference book. We also include an example (with the keyword ‘regulatory framework’) of the reference book in Annex 1.

<p>Files\WP2\GECKO_D2.2 - § 1 reference coded [ 0.01% Coverage]</p> <p>Reference 1 - 0.01% Coverage necessity to provide a new regulatory framework that will be able to</p> <p>Files\WP2\GECKO_D2.3 - § 10 references coded [ 0.08% Coverage]</p> <p>Reference 1 - 0.01% Coverage with and falls into existing regulatory framework and legislations. This is how</p> <p>Reference 2 - 0.01% Coverage and shared is unclear. The regulatory framework to regiment the flow of</p> <p>Reference 3 - 0.01% Coverage to develop the most suitable regulatory framework especially to obtain authorization for</p> <p>Reference 4 - 0.01% Coverage are willing to adjust the regulatory framework. It is possible to consider</p> <p>Reference 5 - 0.01% Coverage be willing to adjust the regulatory framework, for example if we continue</p> <p>Reference 6 - 0.01% Coverage</p>	<p>Files\WP2\GECKO_D2.4 - § 34 references coded [ 0.20% Coverage]</p> <p>Reference 1 - 0.01% Coverage order to create a new regulatory framework, suitable for the transition to</p> <p>Reference 2 - 0.01% Coverage etc. In addition, this new regulatory framework must address environmental issues and</p> <p>Reference 3 - 0.01% Coverage aims at providing a new regulatory framework for disruptive mobility solutions that</p> <p>Reference 4 - 0.01% Coverage used in the most appropriate regulatory framework. Improving traffic management through the</p> <p>Reference 5 - 0.01% Coverage The design of the new regulatory framework is also challenging, as it</p> <p>Reference 6 - 0.01% Coverage to set up the right regulatory framework that will avoid them:</p>
--	---

Figure 13 keyword Reference Book Illustration (“regulatory framework”)

## 5. CONCLUSION

Through WP5, GECKO organised, conducted, and analysed the results of an intensive stakeholder engagement process. This is to ensure that the vision, views, challenges, constraints, expectations, and ideas of stakeholders were thoroughly understood and can therefore inform not only future regulations but – more importantly – the foundational principles of future regulation-making processes.

D5.5 reviewed all stakeholder activities, including surveys, interviews, and workshops in the GECKO project. All essential activities and the resulting deliverables were critically analysed by word cloud and word tree analyses. The GECKO partners used these findings to re-examine the focus of their deliverables and have requested keyword reference books to support their write-up of key findings. These analyses serve as a critical input for the guidelines, roadmap, and joint position paper in WP4.

In addition, we conducted a word cloud analysis for the entire project to identify the keywords of GECKO. To perform this analysis, all stakeholder activities and deliverables of WP1-3 are included. Figure 14 shows the word cloud analysis of the overall GECKO project. This Figure will be shown in the final conference to give all stakeholders a quick overview of what GECKO did and how we achieved GECKO goals.

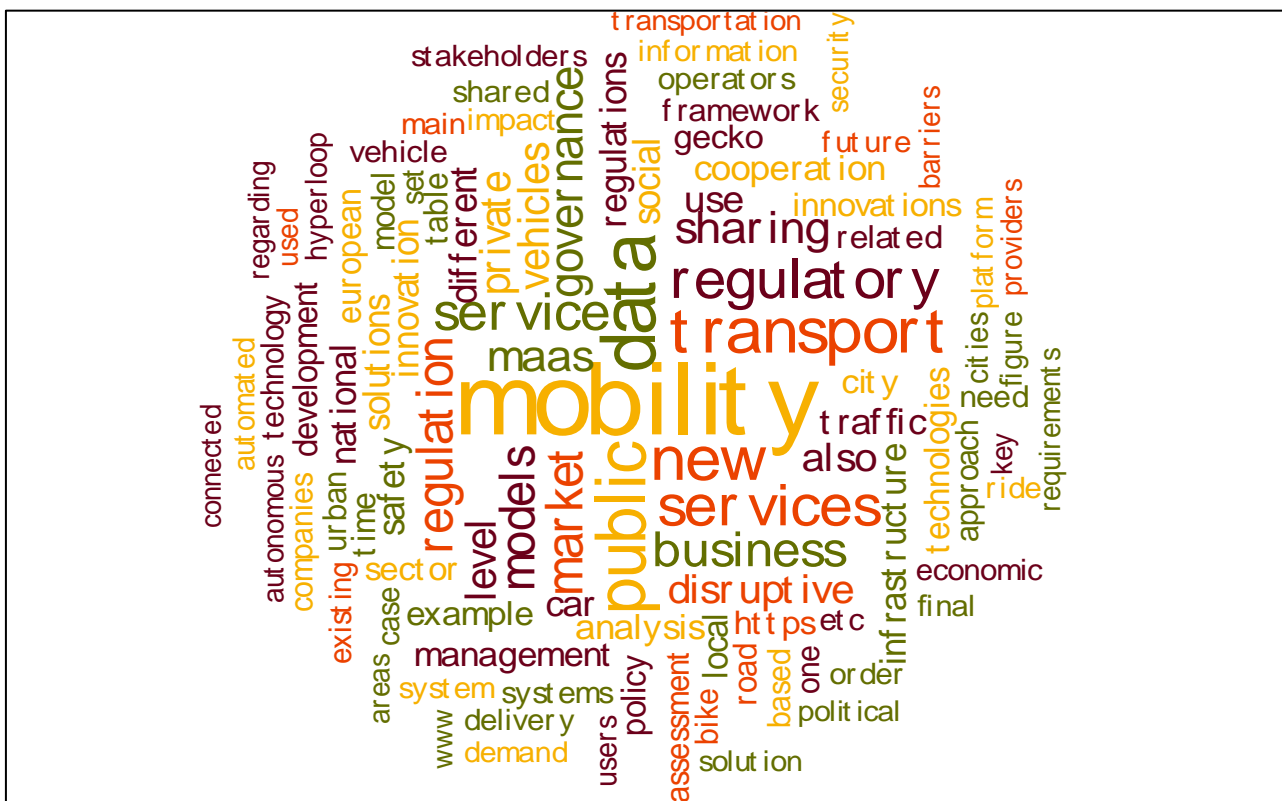


Figure 14 Word Cloud Analysis of Overall GECKO Project

## 6.ANNEX1 KEYWORD REFERENCE BOOK

Files\\WP1\\GECKO\_D1.1 - § 2 references coded [ 0.01% Coverage]

Reference 1 - 0.01% Coverage

to reach USD 7.9 billion in 2030 from USD 3.1 billion

Reference 2 - 0.01% Coverage

7.9 billion in 2030 from USD 3.1 billion in 2023.54 Future

Files\\WP1\\GECKO\_D1.4 - § 15 references coded [ 0.07% Coverage]

Reference 1 - 0.01% Coverage

design an adaptive and appropriate regulatory framework, which fosters the development and

Reference 2 - 0.01% Coverage

policy makers to design a regulatory framework that can guide these firms

Reference 3 - 0.01% Coverage

to point out that the regulatory framework will be key to prevent

Reference 4 - 0.01% Coverage

and the definition of a regulatory framework of this technology at the

Reference 5 - 0.01% Coverage

Policy and social acceptancy: The regulatory framework is a key point regarding

Reference 6 - 0.01% Coverage

rail and air transport. This regulatory framework is key to ensure the

Reference 7 - 0.01% Coverage

in order to design this regulatory framework: In February 2020, a joint

Reference 8 - 0.01% Coverage

been created to design a regulatory framework at the EU level in

Reference 9 - 0.01% Coverage

Hyperloop centre)

• Design of a regulatory framework

Key Resources • Centre Infrastructure resources

Reference 10 - 0.01% Coverage

from authorities / public transport] The regulatory framework plays a significant role, as

Reference 11 - 0.01% Coverage

defined, as well as the regulatory framework through the definition of international

Reference 12 - 0.01% Coverage

the definition of the European regulatory framework with other Hyperloop providers to



Files\WP2\GECKO\_D2.2 - § 1 reference coded [ 0.01% Coverage]

Reference 1 - 0.01% Coverage

necessity to provide a new regulatory framework that will be able to

Files\WP2\GECKO\_D2.3 - § 10 references coded [ 0.08% Coverage]

Reference 1 - 0.01% Coverage

with and falls into existing regulatory framework and legislations. This is how

Reference 2 - 0.01% Coverage

and shared is unclear. The regulatory framework to regiment the flow of

Reference 3 - 0.01% Coverage

to develop the most suitable regulatory framework especially to obtain authorization for

Reference 4 - 0.01% Coverage

are willing to adjust the regulatory framework. It is possible to consider

Reference 5 - 0.01% Coverage

be willing to adjust the regulatory framework, for example if we continue

Reference 6 - 0.01% Coverage

is willing to adjust the regulatory framework if it is judged inadequate

Reference 7 - 0.01% Coverage

bike they .

In Brussels the regulatory framework is being adjust by the

Reference 8 - 0.01% Coverage

seem willing to adjust the regulatory framework to facilitate the operation of

Reference 9 - 0.01% Coverage

by use of data. The regulatory framework can then be adjusted depending

Reference 10 - 0.01% Coverage

sustainability. This how the new regulatory framework emerged. This contrasts with the

Files\WP2\GECKO\_D2.4 - § 34 references coded [ 0.20% Coverage]

Reference 1 - 0.01% Coverage

order to create a new regulatory framework, suitable for the transition to

Reference 2 - 0.01% Coverage

etc. In addition, this new regulatory framework must address environmental issues and

Reference 3 - 0.01% Coverage

aims at providing a new regulatory framework for disruptive mobility solutions that

Reference 4 - 0.01% Coverage

used in the most appropriate regulatory framework. Improving traffic management through the

Reference 5 - 0.01% Coverage

The design of the new regulatory framework is also challenging, as it

Reference 6 - 0.01% Coverage

to set up the right regulatory framework that will avoid them:

Security

**Reference 7 - 0.01% Coverage**

of automated transport technologies, a regulatory framework which supports the fast introduction

**Reference 8 - 0.01% Coverage**

be addressed. In addition, this regulatory framework has to be defined at

**Reference 9 - 0.01% Coverage**

The market transparency

The right regulatory framework regarding the journey management: alternative

**Reference 10 - 0.01% Coverage**

planning, pricing, etc.).

The right regulatory framework regarding information quality and liability

**Reference 11 - 0.01% Coverage**

regarding mobility with a right regulatory framework that can prevent from the

**Reference 12 - 0.01% Coverage**

necessity to provide a new regulatory framework that will be able to

**Reference 13 - 0.01% Coverage**

Croatia) Colin Koh, Asian Detours: regulatory framework for e-scooters in Singapore

**Reference 14 - 0.01% Coverage**

innovations. A transport technology provider: regulatory framework of tachographs. 51 61 “Deliverable

**Reference 15 - 0.01% Coverage**

the design of an appropriate regulatory framework thanks to the experience gained

**Reference 16 - 0.01% Coverage**

can be part of the regulatory framework set up to test a

**Reference 17 - 0.01% Coverage**

the deployment of a new regulatory framework co-designed by public and

**Reference 18 - 0.01% Coverage**

in terms of infrastructure and regulatory framework. At the EU level, collaborative

**Reference 19 - 0.01% Coverage**

co-design the most appropriate regulatory framework (Declaration of Amsterdam). At the

**Reference 20 - 0.01% Coverage**

to define the most appropriate regulatory framework. We can position this solution

**Reference 21 - 0.01% Coverage**

design of the most compliant regulatory framework to foster innovation into the

**Reference 22 - 0.01% Coverage**

accelerate the development of a regulatory framework and the market maturity<sup>69</sup> unmanned

**Reference 23 - 0.01% Coverage**

at defining the most appropriate regulatory framework for drone delivery while incentivizing

**Reference 24 - 0.01% Coverage**

for the case study

The regulatory framework of drone last mile delivery

Reference 25 - 0.01% Coverage

the definition of an appropriate regulatory framework to prevent organisational issues while

Reference 26 - 0.01% Coverage

shared economy markets, broadly speaking. Regulatory framework could be appropriate to address

Reference 27 - 0.01% Coverage

European

countries progressively define a regulatory framework for the definition of technical

Reference 28 - 0.01% Coverage

based regulation Outcomes

The uniform regulatory framework (same acceptance from authorities for

Reference 29 - 0.01% Coverage

been adopted to get the regulatory framework required for the deployment of

Reference 30 - 0.01% Coverage

still a lack of harmonized regulatory framework at the EU level to

Reference 31 - 0.01% Coverage

will lead to a new regulatory framework regarding Hyperloop, in particular the

Reference 32 - 0.01% Coverage

help to define a new regulatory framework through this experimentation.

2RL assessment

Reference 33 - 0.01% Coverage

be addressed with a new regulatory framework, either environmental, economic, social, organizational

Reference 34 - 0.01% Coverage

copied with the current fragmented regulatory framework. This tool can be integrated

Files\WP2\GECKO\_D2.5 - § 23 references coded [ 0.11% Coverage]

Reference 1 - 0.01% Coverage

the elaboration of a European regulatory framework around disruptive innovation related to

Reference 2 - 0.01% Coverage

designing the appropriate legal and regulatory framework so that new technologies are

Reference 3 - 0.01% Coverage

regulators to develop an adapted regulatory framework for all of them. Along

Reference 4 - 0.01% Coverage

various regulatory levels in the regulatory framework around disruptive mobility innovations are

Reference 5 - 0.01% Coverage

services and have a common regulatory framework relate to the protection of

Reference 6 - 0.01% Coverage

for the development of the regulatory framework for disruptive innovation in mobility

Reference 7 - 0.01% Coverage

also sets the public procurement regulatory framework which is crucial to take

**Reference 8 - 0.01% Coverage**

key areas where the national regulatory framework and authority play a key

**Reference 9 - 0.01% Coverage**

The key areas where local regulatory framework and authority play a key

**Reference 10 - 0.01% Coverage**

of the existing EU level regulatory framework the European Commission and private

**Reference 11 - 0.01% Coverage**

international standardisation within an international regulatory framework, evolving technical regulations and ensuring

**Reference 12 - 0.01% Coverage**

a result, they defined a regulatory framework to allow autonomous buses to

**Reference 13 - 0.01% Coverage**

for Trustworthy AI.

EASA Drones - regulatory framework 137 • Commission Implementing Regulation (EU

**Reference 14 - 0.01% Coverage**

U-space". The U-Space regulatory framework is currently under discussion, with

**Reference 15 - 0.01% Coverage**

2021.

National Governance 137 Drones - regulatory framework background.

D2.5 Final analysis of

**Reference 16 - 0.01% Coverage**

49

The above-mentioned drone regulatory framework at the EU level is

**Reference 17 - 0.01% Coverage**

does not fit any existing regulatory framework.

At the same time, transport

**Reference 18 - 0.01% Coverage**

in order to define a regulatory framework for this transportation system, ensuring

**Reference 19 - 0.01% Coverage**

strategy to define standards, a regulatory framework and best practices regarding the

**Reference 20 - 0.01% Coverage**

UNECE aims at implementing a regulatory framework to improve road safety, leading

**Reference 21 - 0.01% Coverage**

The lack of a proper regulatory framework forces to sign short-term

**Reference 22 - 0.01% Coverage**

bikes, the first country-wide regulatory framework was established in China in

**Reference 23 - 0.01% Coverage**

are waiting for an adequate regulatory framework at European level to start

**Files\WP3\GECKO\_D3.1 - § 3 references coded [ 0.08% Coverage]****Reference 1 - 0.03% Coverage**

order to create a new regulatory framework, suitable for the transition to

**Reference 2 - 0.03% Coverage**

content of the Regulatory Matrix/Regulatory Framework Dashboard and allowing dynamic interaction

**Reference 3 - 0.03% Coverage**

the market, reducing mismatching between regulatory framework and market deployment.  
Impact assessment

**Files\WP3\GECKO\_D3.2 - § 43 references coded [ 0.15% Coverage]**

**Reference 1 - 0.01% Coverage**

order to create a new regulatory framework, suitable for the transition to

**Reference 2 - 0.01% Coverage**

not only influenced by the regulatory framework: economic, cultural, structural, political, geographical

**Reference 3 - 0.01% Coverage**

each indicator in an ideal regulatory framework (see D5.3 for more details)

**Reference 4 - 0.01% Coverage**

of this task is the evaluation of the effectiveness of

**Reference 5 - 0.01% Coverage**

this task is the evaluation of the effectiveness of each regulatory

**Reference 6 - 0.01% Coverage**

with the aspects that must or should be addressed to create an

**Reference 7 - 0.01% Coverage**

that must or should be addressed to create an ideal

**Reference 8 - 0.01% Coverage**

association” of KPIs to regulations (paragraph 1.2).

• Elements of the

**Reference 9 - 0.01% Coverage**

of KPIs to regulations (paragraph 1.2).

• Elements of the regulatory

**Reference 10 - 0.01% Coverage**

all the mobility solutions analysed in order to assess the capacity

**Reference 11 - 0.01% Coverage**

mobility solutions analysed in order to assess the capacity of each regulatory

**Reference 12 - 0.01% Coverage**

order to assess the overall environmental policy approach of each

**Reference 13 - 0.01% Coverage**

to assess the overall environmental policy approach of each regulatory

**Reference 14 - 0.01% Coverage**

obtain the weight of each KPI in the overall evaluation of

**Reference 15 - 0.01% Coverage**

of each KPI in the overall evaluation of the regulatory

**Reference 16 - 0.01% Coverage**

government and private sector collaboration is one of the strengths

**Reference 17 - 0.01% Coverage**

private sector collaboration is one of the strengths of the UK

**Reference 18 - 0.01% Coverage**

regulatory frameworks are Digital infrastructure, Data and Political. United Kingdom

**Reference 19 - 0.01% Coverage**

are Digital infrastructure, Data and Political. United Kingdom regulatory framework

**Reference 20 - 0.01% Coverage**

and Environment. This mobility solution does not have one particularly effective regulatory

**Reference 21 - 0.01% Coverage**

mobility solution does not have one particularly effective regulatory framework compared

**Reference 22 - 0.01% Coverage**

could not provide a meaningful comparison on different approaches of the

**Reference 23 - 0.01% Coverage**

provide a meaningful comparison on different approaches of the regulatory

**Reference 24 - 0.01% Coverage**

Cooperation. This mobility solution does not have one particularly most effective regulatory

**Reference 25 - 0.01% Coverage**

solution does not have one particularly most effective regulatory framework

**Reference 26 - 0.01% Coverage**

government and private sector collaboration is one of the strengths

**Reference 27 - 0.01% Coverage**

private sector collaboration is one of the strengths of the UK

**Reference 28 - 0.01% Coverage**

of the strengths of the UK regulatory framework; the Swedish regulatory

**Reference 29 - 0.01% Coverage**

strengths of the UK regulatory framework; the Swedish regulatory framework

**Reference 30 - 0.01% Coverage**

for car share vehicles. The same score was obtained by Australia's

**Reference 31 - 0.01% Coverage**

share vehicles. The same score was obtained by Australia's regulatory framework

**Reference 32 - 0.01% Coverage**

requirements. This mobility solution does not have one particularly most effective regulatory

**Reference 33 - 0.01% Coverage**

solution does not have one particularly most effective regulatory framework

**Reference 34 - 0.01% Coverage**

the individual evaluation categories, it is worth pointing out that the

**Reference 35 - 0.01% Coverage**

evaluation categories, it is worth pointing out that the Vienna

**Reference 36 - 0.01% Coverage**

of competition with existing services, is better addressed by the Canadian

**Reference 37 - 0.01% Coverage**

with existing services, is better addressed by the Canadian regulatory

**Reference 38 - 0.01% Coverage**

with disabilities and Financial accessibility, are better addressed by the

**Reference 39 - 0.01% Coverage**

and Financial accessibility, are better addressed by the Spanish regulatory

**Reference 40 - 0.01% Coverage**

transport" through "a robust but innovative, flexible and data-driven

**Reference 41 - 0.01% Coverage**

through "a robust but innovative, flexible and data-driven regulatory

**Reference 42 - 0.01% Coverage**

all those with an interest in what an innovative and

**Reference 43 - 0.01% Coverage**

with an interest in what an innovative and flexible regulatory framework

**Files\WP3\GECKO\_D3.3 - § 32 references coded [ 0.48% Coverage]**

**Reference 1 - 0.02% Coverage**

29 4.2 UPDATING OF THE REGULATORY FRAMEWORK DASHBOARD AND COMPLIANCE MAP ..... 29

**Reference 2 - 0.02% Coverage**

order to create a new regulatory framework, suitable for the transition to

**Reference 3 - 0.02% Coverage**

regulations collected in the GECKO Regulatory Framework Dashboard reported in D3.1, has

**Reference 4 - 0.02% Coverage**

an overall assessment of each regulatory framework from different points of view

**Reference 5 - 0.02% Coverage**

level of adherence with specific regulatory framework conditions and anticipate policy actions

**Reference 6 - 0.02% Coverage**

end, a version of GECKO's Regulatory Framework Dashboard, adapted D3.3 Compliance map

**Reference 7 - 0.02% Coverage**

the level of readiness each regulatory framework has at country level to

**Reference 8 - 0.02% Coverage**

it) means that the related regulatory framework is effective in enabling the

**Reference 9 - 0.02% Coverage**

of readiness of each country's regulatory framework to accommodate the introduction or

**Reference 10 - 0.02% Coverage**

RR means that the related regulatory framework is more ready to accommodate

**Reference 11 - 0.02% Coverage**

Design and data preparation

The Regulatory Framework Dashboard developed in T3.1 and

**Reference 12 - 0.02% Coverage**

jurisdictional level and build a regulatory framework;

• Mobility Solutions penetrations, variable by

**Reference 13 - 0.02% Coverage**

different Scenarios.

Both tools, the Regulatory Framework Dashboard and the Compliance Map

**Reference 14 - 0.02% Coverage**

RC, RR) contained in the Regulatory Framework Dashboard.

2.1.2 Methodology for projecting

**Reference 15 - 0.02% Coverage**

mobility prevails

• Calculation: For each regulatory framework (applying in a specific jurisdiction

**Reference 16 - 0.02% Coverage**

overall value of the entire regulatory framework in terms of RR and

**Reference 17 - 0.02% Coverage**

the overall assessment for each regulatory framework in terms of RR or

**Reference 18 - 0.02% Coverage**

in the "Updating of the Regulatory Framework Dashboard and Compliance Map" chapter

**Reference 19 - 0.02% Coverage**

project.

4.2 Updating of the Regulatory Framework Dashboard and Compliance Map

In

**Reference 20 - 0.02% Coverage**

the work of updating the Regulatory Framework Dashboard and the Compliance Map

**Reference 21 - 0.02% Coverage**

been adopted to get the regulatory framework required for the deployment of

**Reference 22 - 0.02% Coverage**

have one particularly most effective regulatory framework compared to others analysed, with

**Reference 23 - 0.02% Coverage**

the strengths of the UK regulatory framework: MaaS Global began piloting Whim

**Reference 24 - 0.02% Coverage**

Gett (taxi service); the Swedish regulatory framework better addresses social policy aspects

**Reference 25 - 0.02% Coverage**

better addressed by the Canadian regulatory framework; indeed, as regards the local

**Reference 26 - 0.02% Coverage**

of readiness of each country's regulatory framework to accommodate the introduction or

**Reference 27 - 0.02% Coverage**



it) means that the related regulatory framework is effective in enabling the

**Reference 28 - 0.02% Coverage**

of readiness of each country's regulatory framework to accommodate the introduction or

**Reference 29 - 0.02% Coverage**

RR means that the related regulatory framework is more ready to accommodate

**Reference 30 - 0.02% Coverage**

user will refer to the **Regulatory Framework Dashboard** (see Deliverable D3.1 and



## GECKO CONSORTIUM

The consortium of GECKO consists of 9 partners with multidisciplinary and complementary competencies. This includes leading universities, networks and industry sector specialists.



[@H2020GECKO](https://twitter.com/H2020GECKO)

#H2020GECKO



<https://www.linkedin.com/groups/8744013/>

For further information please visit [www.H2020-gecko.eu](http://www.H2020-gecko.eu)



This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 824273.

The sole responsibility for the content of this document lies with the authors. It does not necessarily reflect the opinion of the European Union. Neither the INEA nor the European Commission are responsible for any use that may be made of the information contained therein.