



# Final Conference

**Transition to a new mobility era!**

07/09/2021

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## SUMMARY SHEET

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<b>Dissemination level</b>	Public
<b>Abstract</b>	This report provides a summary of the final conference of the H2020 GECKO project. The conference took place online on 25 <sup>th</sup> and 26 <sup>th</sup> August, with a total of 2 sessions. It aimed at showcasing the main findings and results of the project.
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## CONTRIBUTING PARTNERS

<b>Organisation</b>	<b>Country</b>	<b>Abbreviation</b>
UNION INTERNATIONALE DES TRANSPORTS PUBLICS	BE	UITP



## DOCUMENT HISTORY

Version	Date	Organisation	Main area of changes	Comments
0.1	22-07-2021	UITP	Draft table of contents	
0.2	17-08-2021	UITP	Entire document	First draft
0.3	27-08-2021	UITP	Entire document	Second draft
1.0	07-09-2021	UITP	Submission of deliverable	

## LIST OF ACRONYMS

**CINEA** – European Climate, Infrastructure and Environment Executive Agency

**GECKO** – Governance principles and mEthods enabling deCision maKers to manage and regulate the changing mObility systems

**Q&A** – Questions & Answers

**EU** – European Union

**PPP** – Public Private Partnership

**RC** – Regulation Compliance

**RR** – Regulation Readiness

**SUMP** – Sustainable Urban Mobility Plan

**PTO** – Public Transport Operator

**PTA** – Public Transport Authority



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# 1. EXECUTIVE SUMMARY

On the 25<sup>th</sup> and 26<sup>th</sup> of August 2021, the GECKO project successfully held its final conference online. With more than 87 participants attending, the final event was intended to present the results, achievements and tools of the projects.

The online format of the event allowed the participation of major stakeholders in Europe and worldwide, from public authorities, public transport operators, industry, and research institutes. The project successfully showcased the accomplishments of the project and presented the tools developed. A transfer session was organised to present and explain how to make the best use of the tools and knowledge developed within the project. Policy recommendations were also formulated for policymakers, to ensure a sustainable governance and regulatory framework of new mobility solutions in the future.

By disseminating its results, the project will remain relevant after it has come to an end. The tools, which are publicly accessible, allow decision makers and public authorities to better understand the regulations on mobility innovations worldwide.



## 2. EVENT DESCRIPTION

Organised on 25<sup>th</sup> and 26<sup>th</sup> August 2021, the GECKO final conference took place online. The online format was selected due to the ongoing COVID-19 pandemic. The objective of the conference was to showcase the project's results, tools and recommendations towards decision makers. The event was attended by over 87 participants from across Europe and around the world.

UITP decided to split the final conference in two separate sessions, one on 25<sup>th</sup> of August from 10:00 AM to 11:15 AM CEST and one on 26<sup>th</sup> of August from 10:00 AM to 11:15 AM CEST. The sessions were repeated in the afternoon of each day, from 15:00 PM to 16:15 PM CEST. The repeated sessions allowed a wider participation from audiences outside of Europe wishing to learn more about the project's results. A wide spectrum of stakeholders participated to the event, from public authorities, public transport operators, industry, research institutes and policy makers.

The agenda of the final conference is attached to this deliverable as Annex and summarized below:

Table 1: GECKO Final Conference Agenda

### WEDNESDAY 25 AUGUST 2021

#### DAY 1 – 10:00 – 11:15; REPEATED 15:00 – 16:15

Time	Item	Speaker
10:00 – 10:10	Welcome and Introduction	Yannick Bousse, UITP
10:10 – 10:20	GECKO and the broader context	Emmanuel Dommergues, UITP
10:20 – 10:30	Overview and project legacy of GECKO	Yannick Bousse, UITP
10:30 – 10:40	Shaping the future mobility with business model innovation: Regulatory support and challenges	Ping-Jen Kao, University College London
10:40 – 10:50	Regulatory and governance frameworks for mobility innovations	Ignat Kulkov, Åbo Akademi University
10:50 – 11:15	Q&A – Final comments - Close	Caroline Busquet, Absiskey Lidia Signor, UITP

**THURSDAY 26 AUGUST 2021****DAY 2 – 10:00 – 11:15; REPEATED 15:00 – 16:15**

<b>Time</b>	<b>Item</b>	<b>Speaker</b>
10:00 – 10:10	Welcome and Introduction	Yannick Bousse, UITP
10:10 – 10:30	Transfer session: Compliance Map. A tool to help policy makers in enabling new mobility innovations	Marisa Meta, FIT Consulting
10:30 – 10:40	New regulatory approaches to devise new regulatory schemes, frameworks and governance models	Yannick Bousse, UITP
10:40 - 10:50	How to address disruptive mobility innovations within a SUMP?	Marlene Damerau, Rupprecht Consult
10:50 – 11:15	Q&A – Final comments - Close	Caroline Busquet, Absiskey

## 2.1. Highlights

The event was split in different sessions presenting the context and results of the project. Due to its online format, participation was ensured throughout an open chat, where questions were asked by the participants and covered during a Q&A segment at the end of each session. Two videos gathering stakeholders of the project were presented during the sessions of the conference. Stakeholders who participated to the project's stakeholders engagement activities were invited to film themselves and share their views on how the project was useful to them and their organisation.

On 25<sup>th</sup> of August, the first session of the conference was opened by UITP, welcoming the participants and presenting the structure of the conference.

The introduction was then followed by a presentation from Emmanuel Dommergues, Senior Manager of the Organising Authorities Committee at UITP, presented **the project within a wider context**. The transport sector is facing the arrival of disruptive technology and new services which are dealt with and regulated in different ways. Covid-19 also disturbed the lives and mobility habits of many. During the crisis, innovative urban mobility trails and sandboxes have been used as a crisis response. There is still a need to look beyond the crisis and build back better and consider various transport options and scenarios for the future of mobility. All this led to change



of mindset regarding new mobility solutions. New mobility solutions should complement mass public transport, supported by regulators and authorities. Furthermore, it is necessary to consider the international policy context, with the Paris Agreement (UNFCCC), the Green Deal or the UN Sustainable Development Goals (SDGs). On a wider level, UITP has been working on publications on the topic and projects have been working on different aspects of the topic.

A question was raised by the audience on the new model arising to deal with new mobility solutions. Emmanuel pointed at the need of co-conception for the new model. A dynamic bottom-up approach should be considered as time will play an essential role in building this model. Negotiations with the different private parties will be essential but will also be a long process over time.

Following this presentation, Yannick Bousse, Senior Manager at UITP presented an **overview and project legacy of GECKO**. The project aimed at covering the following six strategic objectives:

1. Technologies, services, business models and trends
2. Regulatory policies and governance models
3. Characteristics and requirements of regulation and governance
4. Recommendations to policy makers
5. Stakeholder engagement
6. Disseminate findings and tools

The project methodology was structured around three dimensions starting at different stage of the project. Firstly, the project started by an identification of the current State of Play of new mobility services, technologies and business models, as well as an evaluation of current regulation and governance frameworks. Secondly, the sector was consulted in the framework of Stakeholder engagement activities organised throughout the project, such as workshops, surveys, webinars, podcasts... Finally, partially based on the State of Play and Stakeholder engagement activities, different Regulatory Supportive Tools were developed, such as a Knowledge Bank, a Regulatory Framework Dashboard, a Compliance Map, an adaptive Roadmap and Position paper. Based on all the results, Guidelines and Recommendations to policy makers were produced.

From a question of the audience, Yannick gave more information on the main characteristics of the regulations analysed during the project. Depending on the type of innovations, regulations address different key aspects, e.g., for carpooling and car-sharing there is a strong focus on parking and requirement for operations while for micromobility the focus is more on safety. Those key factors impact the cooperation between public and private parties.

Following this presentation, Ping-Jen Kao, Research Fellow in business model innovation at the University College of London presented **regulatory support and challenges of mobility with business model innovation**. The project reviewed a list of new mobility services and technologies. A list of innovation categories were identified to classify solutions in the project's results, namely "Connected, Cooperative, and Automated Mobility", "Infrastructure, Network and Traffic Management", "Shared On-Demand Mobility" and "MaaS and MaaS Platforms". Thanks to

the consultation of stakeholders, constraints and opportunities of current business models of mobility solutions were pointed out. To reach a sustainable business model, regulatory support to overcome a set of challenges is essential, namely:

1. Transparent and well-established data policies
2. Public education
3. Stronger public-private partnership (PPP) model
4. New urban space allocation
5. Subsidies for peripheral transportation
6. Assessment of the environmental footprint

Additionally, the impact of Covid-19 on sustainable business model innovation was assessed, in regard to the current trends.

In response to a question from the audience, Ping Jen gave more insights on how to overcome the fragmentation of the private sector. To address user needs, it is important to combine. An adaptive framework set by the local government can contribute to this, by granting a new mobility platform to support private companies to exchange resources and to create more integrated solutions.

The last presentation of the first day of the conference was made by Ignat Kulkov from Åbo Akademi University. It focused on **Regulatory and governance frameworks for mobility innovations**. To assess the different regulatory and governance frameworks, different aspects had to be considered during the duration of the project. Alongside the mobility innovations themselves, some other factors can influence their governance, such as economic, political and social variables. Governance of mobility can occur on different administrative levels (International, EU, national and local levels) and different governance models may arise, depending on the level of implementation of a mobility innovation for instance. Cooperation between public and private parties may need to appear, depending on the nature of the innovation, its market readiness or willingness from the parties to cooperate.

During the project, the Covid-19 pandemic impacted the life of everyone worldwide and had an influence on the governance of the mobility innovations. Solutions emerged rapidly to the crisis with short-term solutions, such as pop-up infrastructures or social distancing measures and more long-term considerations, such as international collaboration for resilient mobility and Public-Private Partnerships (PPP) or sustainable recovery plans. To report on those changes, the GECKO project decided to include changes and questions brought by the pandemic in its results.

In the Q&A session, a question arises on whether there are good practices of regulations fostering innovations and not being a barrier. According the Ignat, regulation may indeed be considered a barrier but it is usually better than having no regulations at all. Companies may suffer from it, as the rules can change quickly and make it hard for them to adapt. They have sometimes offered policy makers to organise a cooperation and collaboration to build those regulations.

This session was repeated in the afternoon, including the same content as in the morning.

On the second day (26<sup>th</sup> of August), the second session of the conference took place from 10:00 AM to 11:15 AM CEST. UITP introduced the meeting and welcomed the participants.

Marisa Meta from FIT Consulting hosted the first presentation of this session, focusing on **The Compliance Map**. This tool aims at assessing the capability of existing regulatory frameworks in enabling the implementation of innovative technologies and business models, while at the same time safeguarding adequate level of security, safety, data privacy, and social protection. Regulatory frameworks were assessed according to a set of evaluation categories. In each of those categories, a set of indicators were identified by the GECKO stakeholders and based on international databases. A regulatory compliance was made based on this analysis. The tool now compiles 228 regulations and includes the following features:

- The Regulation Compliance (RC): Effectiveness of city/country in regulating different dimensions needful to adopt new mobility solutions.
- The Regulation Readiness (RR): Readiness level assessment of country's regulatory framework to allow introduction/diffusion of mobility solutions based on their penetration.
- Enhance barriers: Influencing aspects relevant for the adoption/deployment of different mobility services, business models and technologies.

Marisa presented how to use and find information on the Compliance Map, from the different available features, indicators and barriers affecting the adoption of specific. Participants were invited to select the new name of the tool, which will now be named MOBY – Map of regulatory framewOrks for the moBilitY of the future.

In response to a question of the audience, Marisa reminded the participants that the regulation assessments and recommendations can also apply to cities and countries outside of the EU. For instance, regulations on drones have been collected worldwide, from Europe, America and Africa. Assessment gave a score on different aspects, giving a more holistic view on the regulations.

Following the presentation from Marisa Meta, Yannick Bousse presented **recommendations for policy makers**. Those recommendations are aiming at enabling novel policies contributing to sustainable mobility goals. Since the start of the project, stakeholders have been involved to formulate the recommendations and asked for feedbacks on all the deliverables of the project. Recommendations are split in different categories:

- New regulatory and governance approach
- Business model for new mobility services
- Cooperation of services among public and private parties
- Data
- Sustainability

Based on this process, it has been noted that the EU should establish a common framework for governing mobility innovations, provide cross-sectorial guidance and facilitate communication across governance levels and industry sectors. On the local authority level, public authorities are

encouraged to develop flexible regulations and policies which foster ‘new mobility platforms’ for knowledge and technological resource exchanges. Consultations could be launched by the EU on cooperation between public and private parties. The EU should consider minimum requirements for mobility service providers to provide data and standardised procedures and new forms of contracts for agreements between cities and new mobility service providers.

In addition, a question was asked to Yannick about a possible new integrated financing of sustainable mobility rather than the sectorial financing of public transport. There are already offers of mobility budget allocated by companies to their employees, which can spend an amount of money to their liking on sustainable transport mode. In North America, one city gave direct subsidies to users in a small urban area with limited public transport coverage. Citizens could request a ride-hailing service to reach public transport. However, public transport should remain the backbone of the city transportation, as there might be a risk of decrease in favour of other services which are not that sustainable.

The last presentation of the session focused on **Exploitation: Regulation and SUMP**, hosted by Marlene Damerou from Rupprecht Consult. Results of the project were restructured to fit the SUMP principles. Universal principles can apply to any public authorities regulating new mobility services:

- Plan for sustainable mobility in the “functional urban area” (FUA)
- Cooperation across institutional boundaries
- Involve citizens and stakeholders
- Assess current and future performance
- Define a long-term vision and a clear implementation plan
- Develop all transport modes in an integrated manner
- Arrange for monitoring and evaluation
- Assure quality

A comment was raised by the audience on the lack of resources and experience small or medium sized cities compared to the bigger ones. For Marlene, this is how regulations develop, they start first with bigger cities and then start getting implemented in smaller ones. Smaller cities take advantage of the experience and capacity of bigger cities. Therefore, it is important to make cities exchange on those topics.

The conference was then closed by last words of the project coordinator and a video compiling messages from stakeholders on the project.

This session was repeated in the afternoon, including the same content as in the morning.

## 2.2. Participants

Representatives of all stakeholders' categories involved in urban mobility took part in the event, namely: Public Transport authorities (PTA), city authorities, new mobility service operators, Public Transport operators (PTO), mobility innovations manufacturers, research institutes. The conference gathered over 87 participants. Table 2 below shows the participants' breakdown by country. Participants mainly came from the European Union but also from countries on other continents, such as Asia, Oceania or in America. More detail in the Table 2 below.

Table 2: Participants' breakdown by countries

<b>Country</b>	<b>N° of participants</b>
<b>Australia</b>	1
<b>Austria</b>	1
<b>Azerbaijan</b>	1
<b>Belgium</b>	21
<b>Brazil</b>	1
<b>Czech Republic</b>	3
<b>Finland</b>	4
<b>France</b>	5
<b>Germany</b>	6
<b>Greece</b>	3
<b>Hong-Kong SAR, China</b>	2
<b>Hungary</b>	1
<b>Italy</b>	3
<b>Japan</b>	2
<b>Netherlands</b>	2
<b>Norway</b>	2
<b>Portugal</b>	3
<b>Russian Federation</b>	1
<b>Serbia</b>	1
<b>Singapore</b>	3
<b>Sweden</b>	3
<b>Switzerland</b>	2
<b>Turkey</b>	1
<b>United Kingdom</b>	9
<b>United States of America</b>	4
<b>Vietnam</b>	1

According to the objective of the project, the final conference gathered participants from main target groups from regulatory and public authorities, on different administrative levels (local, regional, national and EU level). Other public and private stakeholders also joined the conference,

including the ones involved in the Stakeholders engagement activities organised throughout the project.

Figure 1. Participants' breakdown by stakeholder category

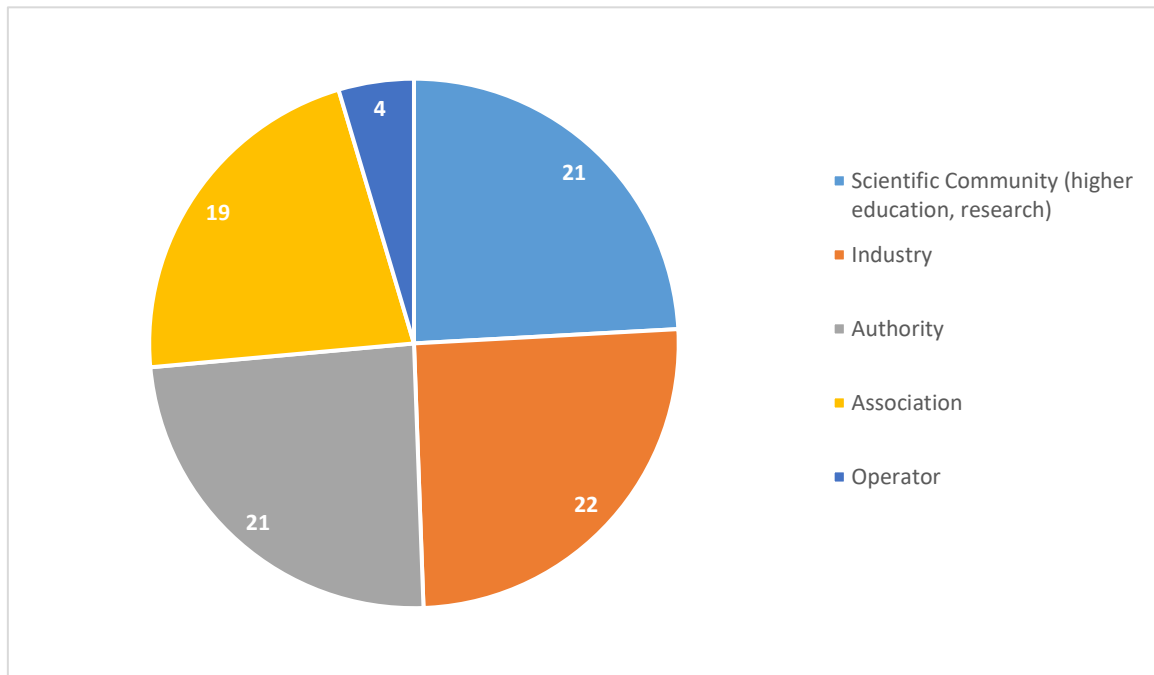
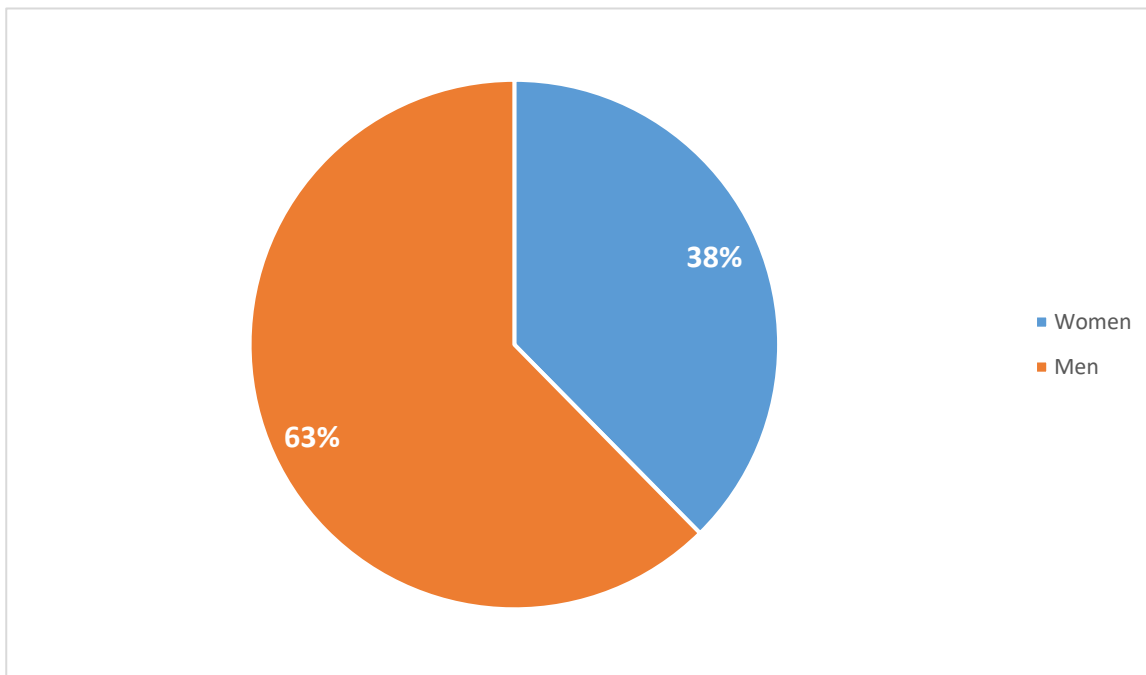


Figure 2. Participants' breakdown by gender



Regarding the gender split of the participants, 63% of them were men while 38% were women.

## 3. MEDIA COVERAGE

### 3.1. Articles

Before the event, an article was published on the [GECKO website](#), on [UITP website](#) and on [POLIS website](#). An event and registration page were also published on [UITP website](#). The article is attached as Annex 5.3 to this deliverable.

Following up the end of the conference, articles were published on the [GECKO website](#) and [UITP website](#), wrapping up the project and listing the tools available to the public.

### 3.2. Social media

#### 3.2.1. Twitter

Twitter was used as important dissemination platform for the event. Tweets were issued by the GECKO project Twitter account (@H2020GECKO) to announce the conference and reminding the audience about it. Tweets can be consulted at <https://twitter.com/H2020GECKO>

UITP's Twitter account reshared tweets from the GECKO project to a wider audience of 16,700 followers.

### 3.2.2. *LinkedIn*

The final conference was also disseminated on the LinkedIn page of the UITP's LinkedIn page, followed by around 19,000 people. The post can be consulted here <https://www.linkedin.com/feed/update/urn:li:activity:6818832430602973184>

Following up the final conference, a blog post was made gathering a summary of the conference, as well as recordings and presentations.





## 4. CONCLUSIONS

The GECKO Final Conference can be considered fully successful in achieving the objective to present the project's results and tools to the transport community. With over 87 participants, the event met the expectations in terms of attendance regarding the online registrations.

The level of speakers who participated to the event shows the importance and interest in the project. The structure of the event allowed to showcase the tools and outcomes of the project which can be reused freely by stakeholders worldwide in their works. As highlighted in the Stakeholders videos broadcasted during the conference, outcomes of the project are highly valued by public transport authorities, new mobility and public transport operators, associations, research institute and industry.

The key messages delivered to the audience during the conference can be summarised as follows:

### Business model

- Based on the assessment of constraints and opportunities of current business models, a set of regulatory support measures that authorities can consider have been identified, as follows:
  - o Transparent and well-established data policies
  - o Public education
  - o Stronger public-private partnership (PPP) Model
  - o New urban space allocation
  - o Subsidies for peripheral transportation
  - o Assessment of the environmental footprint
- More generally, public authorities are encouraged to develop flexible regulations and policies which foster the development of 'new mobility platforms' for knowledge and technological resource exchanges.

### Regulatory and governance frameworks for mobility innovations

- Economic, political and social variables influence the governance of mobility solutions. Governance intervention is needed for the business ecosystem, data management, existing governance structure, environmental aspects, social aspects and customer protection and public safety.
- In regards of the models, governance will apply differently depending on the administrative level concerned. Also, the type of measures taken will differ depending on the level of implementation of the technology.
- Cooperation between public and private parties is taking different forms, from no information shared to contracts or Memorandum of Understanding.

### Data

- The EU should set up minimum requirements for mobility service providers to manage data.
- The EU should support the establishment of clear standards for the type and format of data to be shared sustainably

#### Sustainability

- The EU should define standardised procedures and new forms of contracts for agreements between cities and new mobility service providers.
- Public authorities should take advantage of the great deal of data relating to urban mobility that is now possible to collect, extract, and re-use to map the city's activities in real-time and make the mobility ecosystems more sustainable.

#### SUMP and regulation of new mobility solutions

- Authorities face challenge when they want to address new mobility solutions in their SUMP. They should consider the following aspects:
  - o Plan for sustainable mobility in the “functional urban area” (FUA)
  - o Cooperate across institutional boundaries
  - o Involve citizens and stakeholders
  - o Assess current and future performance
  - o Define a long-term vision and a clear implementation plan
  - o Develop all transport modes in an integrated manner
  - o Arrange for monitoring and evaluation
  - o Assure quality



## 5. ANNEXES

### 5.1. Final conference agenda

#### WEDNESDAY 25 AUGUST 2021

DAY 1 – 10:00 – 11:15; REPEATED 15:00 – 16:15

Time	Item	Speaker
10:00 – 10:10	Welcome and Introduction	Yannick Bousse, UITP
10:10 – 10:20	GECKO and the broader context	Emmanuel Dommergues, UITP
10:20 – 10:30	Overview and project legacy of GECKO	Yannick Bousse, UITP
10:30 – 10:40	Shaping the future mobility with business model innovation: Regulatory support and challenges	Ping-Jen Kao, University College London
10:40 – 10:50	Regulatory and governance frameworks for mobility innovations	Ignat Kulkov, Åbo Akademi University
10:50 – 11:15	Q&A – Final comments - Close	

#### THURSDAY 26 AUGUST 2021

DAY 2 – 10:00 – 11:15; REPEATED 15:00 – 16:15

Time	Item	Speaker
10:00 – 10:10	Welcome and Introduction	Yannick Bousse, UITP
10:10 – 10:30	Transfer session: Compliance Map. A tool to help policy makers in enabling new mobility innovations	Marisa Meta, FIT Consulting
10:30 – 10:40	New regulatory approaches to devise new regulatory schemes, frameworks and governance models	Yannick Bousse, UITP

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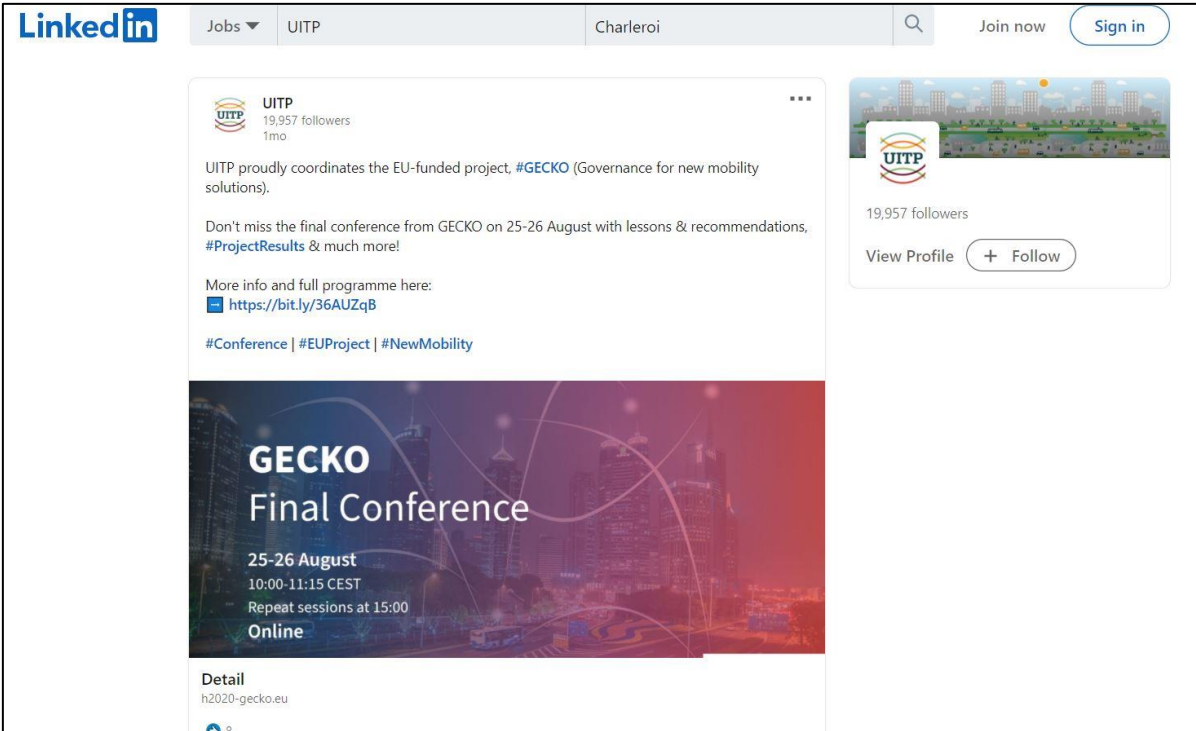
10:40 - 10:50 How to address disruptive mobility innovations  
Marlene Damerau, Rupprecht Consult  
within a SUMP?

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10:50 – 11:15 Q&A – Final comments - Close  
Caroline Busquet, Absiskey

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## 5.2. Twitter and LinkedIn Coverage



The screenshot shows a LinkedIn post from the organization UITP. The post text reads: "UITP proudly coordinates the EU-funded project, #GECKO (Governance for new mobility solutions). Don't miss the final conference from GECKO on 25-26 August with lessons & recommendations, #ProjectResults & much more! More info and full programme here: <https://bit.ly/36AUzqB> #Conference | #EUProject | #NewMobility". Below the text is a promotional banner for the "GECKO Final Conference" held on "25-26 August" from "10:00-11:15 CEST", with "Repeat sessions at 15:00" and "Online". The banner features a cityscape background with glowing lines. To the right of the post is a profile card for UITP, showing "19,957 followers" and buttons for "View Profile" and "+ Follow". The LinkedIn interface includes the logo, navigation tabs for "Jobs" and "UITP", a search bar, and "Join now" and "Sign in" buttons.

**GECKO** @H2020GECKO · Jul 8

📣 The **#GECKO** final conference is here!  
Come join us on 25-26 August 2021 for the GECKO final event.

Wi will present: Lessons & recommendations 📄 Project results 📈, and much more!

Register and check our programme ➔ [h2020-gecko.eu/news-events/up...](https://h2020-gecko.eu/news-events/up...)



**GECKO**  
Final Conference

25-26 August  
10:00-11:15 CEST  
Repeat sessions at 15:00  
Online

🗨️ 8 ❤️ 10 📤

**GECKO** @H2020GECKO · Jul 27

📣 **#GECKO** final conference is approaching!  
Join us on 25-26 August 2021 and don't miss the chance to get to know first hand GECKO'S 📈 results and 📄 recommendations for the mobility sector on emerging disruptive innovations.

Register and check our programme ➔ [h2020-gecko.eu/news-events/ne...](https://h2020-gecko.eu/news-events/ne...)



**GECKO**  
Final Conference

25-26 August  
10:00-11:15 CEST  
Repeat sessions at 15:00  
Online

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### 5.3. Articles

*Announcement of the final conference (published before the final conference)*

#### TRANSITION TO A NEW MOBILITY ERA: GECKO PROJECT HOLDS FINAL CONFERENCE ONLINE

On 25-26 August, the EU-project, GECKO, will hold its final conference online. The event will go through the project's lessons learnt and key recommendations for transport authorities, policy makers, operators and new mobility providers.

Launched in 2018, GECKO (Governance principles and methods enabling decision makers to manage and regulate the changing mobility systems) set out to support authorities in developing the most appropriate regulatory frameworks and governance models for the transition to a new mobility era of cooperative, inclusive and interconnected mobility.

The project has been coordinated by UITP in collaboration with the project partners: Fit Consulting, POLIS, CORTE, Abo Akademi University, Absiskey, University College London, Rupprecht Consult and Università Bocconi Milano.

Through the extensive knowledge of its partners and engagement with a range of stakeholders, including authorities and new mobility providers, the project has provided guidance, recommendations and case studies for sustainable city networks.

If you're interested in hearing more on technology, business models and innovations, want to learn about regulatory and governance frameworks, or are keen to take a closer look at the GECKO regulatory compliance map, make sure join the event!

As this is a crucial topic of discussion worldwide, we welcome attendees from across the world to participate. Attendance is free for everyone and the sessions will be held each day 10.00-11.15 CEST with repeat sessions at 15.00-16:15 CEST.

[Register today!](#)

*Wrap-up article (published after the final conference)*

## GECKO PROJECT SUPPORTING NEW MOBILITY REGULATION SHARES FINAL RESULTS AND LESSONS LEARNT

**After 33 months of hard work, the GECKO project has come to an end with a final online conference held 25-26 August.**

The GECKO research project sought to support regulators and decision makers, who have a critical role to play in ensuring new mobility solutions complement a sustainable city network. Through evidence-based research, the project partners have discovered drivers and barriers affecting the deployment of business models, technologies and services. By engaging with a range of stakeholders, including authorities and new mobility providers, the project has offered guidance, recommendations and best practices.

The final event, led by the Project Coordinator, Yannick Bousse, shared insights and hosted discussions with various project partners. Topics covered shaping future mobility with business model innovations, regulators and governance frameworks and mobility innovations, and recommendations for policy makers. One of the project's deliverables, presented by Marisa Meta from FIT Consulting, was the MOBY – Map of regulatory framewOrks for the moBilitY of the future - which maps 228 regulations across the world related to new mobility solutions and scored them based on the city/country's readiness to implement them and further highlighted barriers and solutions to these regulations.

The event gathered more than 87 participants from of the urban mobility sector, namely: Public Transport authorities (PTA), city authorities, new mobility service operators, Public Transport operators (PTO), mobility innovations manufacturers, research institutes and more. Participants mainly came from the European Union but also from countries on other continents, from Asia, Oceania or America.

**Key takeaways:**

What were the key takeaways? The project's stakeholders, a range of public and private actors, summed this up very nicely:

[https://youtu.be/fOtklXn\\_UY](https://youtu.be/fOtklXn_UY)

In addition, this is what our panel of project partners had to say during the event:

- There are no strict guidelines and rules for service providers to operate and innovation is crucial for them to survive. When cities raise new barriers, providers must adapt and how they react can be unique. Starting with a concrete and relatively strict regulations can form a basis, whereby providers aim to work alongside public transport, and then moving towards an adaptive regulatory framework will support these transport providers in innovating their business model.
- The COVID-19 pandemic has been a double-edged sword for sustainable mobility: On the one side more people are interested in individual transport and on the other side it was acted as a catalyst for policy makers and authorities in pushing for sustainable mobility as part of the solution towards healthy and inclusive cities. New mobility must surely be considered as a part of the transport network, complimenting mass public transport, and refraining from pushing more people back to their cars.
- Everything boils down to our climate goals and so the short-term goals for new mobility must complement the long-term vision of reducing greenhouse gas emissions and improving social equity.
- Cities are moving from a restrictive approach to a more open approach with new mobility services. There is no one size fits all approach to regulation. We now have a variety of cooperative tools and models, and cities can use these in their own way to develop solutions for managing their transport services.
- Public-private partnerships, platforms for open discussion and dialogue are one of the best ways to build trust and encourage cross-sector collaboration between stakeholders. There is no silver bullet but communication is an effective tool for breaking the silo-thinking around regulations.

After all the discussions during the event, the final question was, "What happens next?". Discussions around regulation must continue, cross-sector collaboration must be supported and best practices must continue to be shared. The next steps from GECKO is to see how these cities use these supportive tools, combine them, and formulate regulations to meet their city's strategic goals and objectives.

[Click here to check the recordings and download the presentations](#)



5.4 Events pictures



**MICHAEL GLOTZ-RICHTER**  
SENIOR PROJECT OFFICER FOR SUSTAINABLE MOBILITY  
CITY OF BREMEN



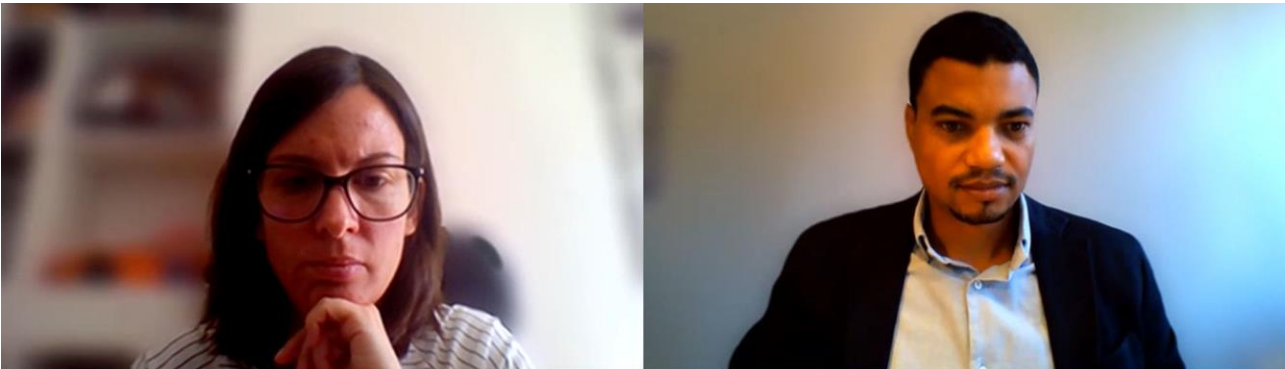
GECKO  
GOVERNANCE FOR NEW MOBILITY SOLUTIONS



**BRONWEN THORNTON**  
CHIEF EXECUTIVE - WALK21



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## GECKO CONSORTIUM

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



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



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