



DELPHI

FeDerated **nE**twork of **pL**atforms for **P**assenger and
freigHt **I**ntermodality

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D.2.3: Multilevel Governance and cross sectorial regulatory aspects report

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Executive Summary

The European Commission (EC) strongly encouraged the practice of integrated multilevel governance to foster intelligent and sustainable urban mobility in Europe, mainly through Sustainable Urban Mobility Plans (SUMP), with a main focus at first on SUMP for Urban Nodes. The SUMP, as a policy measure, is designed to promote cooperation between stakeholders oriented towards a sustainable, holistic multimodal mobility network. As a practical matter stakeholder engagement, coordination and alignment, which are essential aspects of action in multilevel governance, tend to be ad hoc activities rather than replicable and regulated

Task 2.3 of the DELPHI project considered how the U-space coordination principles detailed in Art. 18(f) of Implementing Regulation (EU) 2019/947 for U-space could help to inform, guide, and possibly be materialised in, surface mobility contexts. The emphasis has been on early stakeholder engagement during the planning phase to ensure shared understanding, and alignment, towards integrated mobility solutions. The reported research has adopted a use case-driven approach which gathered primary data through focused working sessions for every DELPHI pilot and a questionnaire at the WP2 level. Knowledge gained in the FRONTIER Projects Cluster Workshop, which was held in Brussels in February 2024, helped to refine the adopted research methodology.

The findings are related to the accountabilities, responsibilities, roles and engagement of cross-sectoral stakeholders in multilevel governance for integrated mobility. Task 2.3 faced challenges in getting stakeholders on board beyond the partners of the project; nevertheless, it actually managed to bring in quite a large and diversified number of stakeholders. The work followed a dual parallel approach. On one hand, analysing the current (AS-IS) governance frameworks for each DELPHI pilot and then projecting the desired (TO-BE) future state. This analysis highlighted new aspects of multilevel governance crucial for the successful execution of each pilot. On the other hand, gathering data from the WP2 Questionnaire (multimodal and governance aspects). To this end, the overall findings were enhanced by evidence from the DELPHI Questionnaire, and were aligned with MS3 findings, and identified 'arbitration beyond data' as a central theme in multilevel governance schemes.

This report (D2. 3) complements and expands on related DELPHI deliverables, notably D2.1 that focuses on governance in urban mobility with an emphasis on passenger and freight policies, and on D2.2 that examines trends in multimodal mobility. The insights from D2.3 are serving as an overarching framework for of the relevant DELPHI deliverables such as D2.4 and D2.5, particularly concerning operational efficiencies and socio-political alignment for the DELPHI pilots. These insights provide a theoretical grounding not only for the DELPHI pilots setup but also for their prospective long-term implementation and replication elsewhere. Essential elements include building trust

with stakeholders, maintaining multimodal operational cohesion and integrity, recognising barriers to implementation, and promoting early stakeholder engagement and alignment.

To summarise, the results discussed in D2.3 set out essential requirements for the DELPHI pilots to be prepared and carried out. Moreover, they provide significant insights for D6.3, which upon completion of the DELPHI pilots, will draw the project's final recommendations towards a novel governance framework for integrated mobility.

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