

# CAMINO Project - Interreg North-West-Europe

## AmoD Collaboration Framework D.1.3.1 - Use Case of the city of Almere (PTA)

This figure shows the main stakeholders involved in the implementation and deployment of automated mobility solutions by Almere Public Transport in the Netherlands.. It consists of **two major stakeholder maps** - the external and internal stakeholders involved:

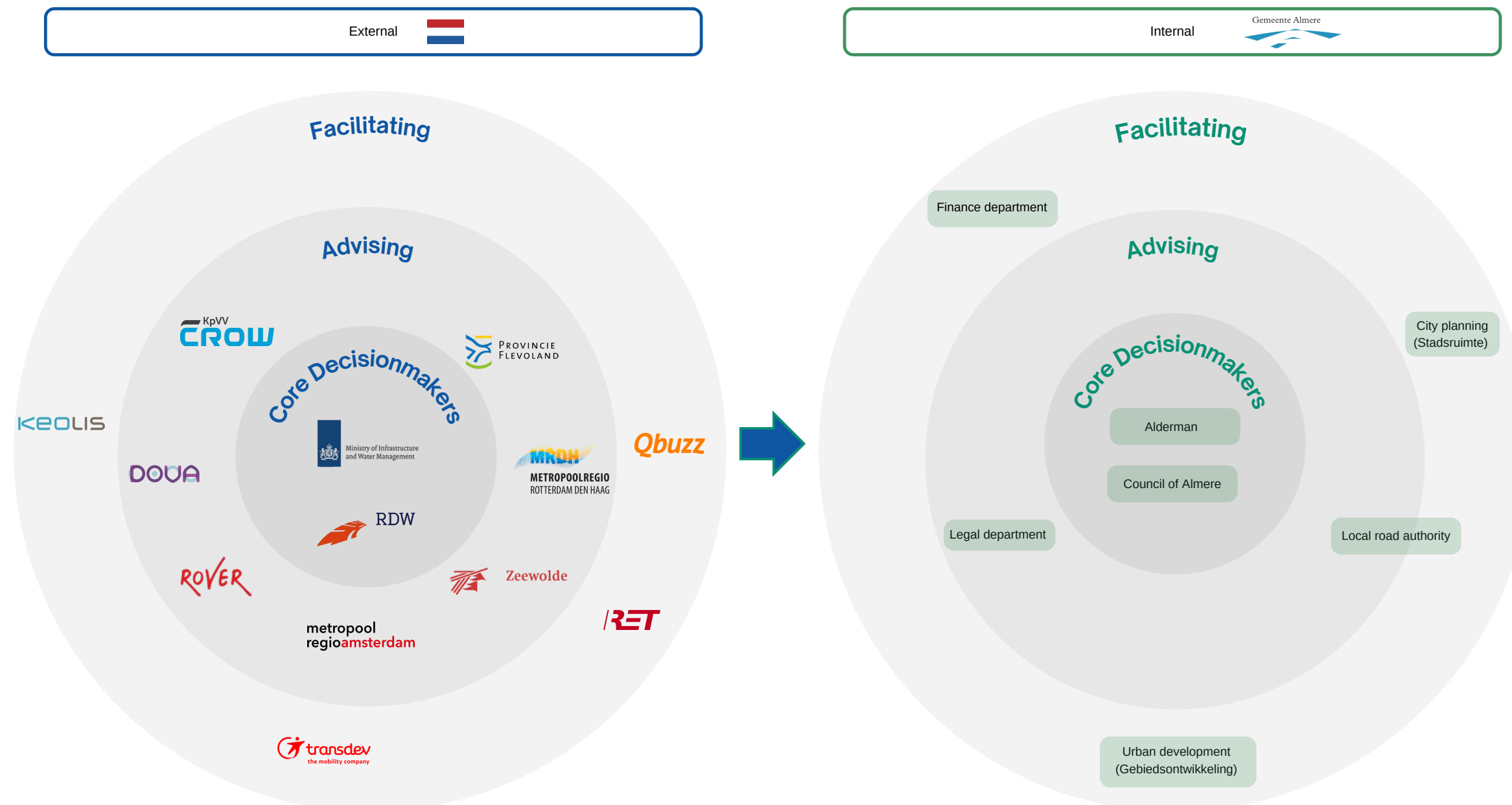
- The **inner circle represents Key Decision Makers**, who have the most direct influence.
- The **middle circle represents Advising Stakeholders**, who provide guidance and expertise.
- The **outer circle represents Facilitating Stakeholders**, who support the process but are not directly involved in decision making.

This type of visualisation helps to categorise stakeholders according to their level of involvement, responsibilities and models of collaboration in decision making for effective AMoD integration.

**External stakeholder map (left)** - These are organisations outside Almere in the Netherlands that play a role in advising and facilitating the deployment of AMoD, such as other transport authorities in the region, public transport operators or road authorities, etc.

**Internal stakeholder map (right)** - These are Almeres' internal departments responsible for decision-making, advice and facilitation of the process, such as Almeres City Council, Legal Department, Urban Planning, etc.

A more **detailed explanation of the roles and responsibilities** of external and internal organisations in the AMoD deployment process is defined in the **tables on the right**. The framework highlights the collaborative approach required to successfully integrate automated mobility into the public transport network and shows other public transport authorities how the roles are organised within the city of Almere.



External Organisations	Their roles & responsibilities
Ministry of Infrastructure and Water Management	The Ministry of Infrastructure and Water Management plays a central role in the acceptance and integration of autonomous vehicles in the Netherlands. The Ministry focuses on policy, development, implementation and control of mobility issues in the areas of road (safety), public transport and sustainable mobility.
The National Vehicle Authority of the Netherlands (RDW)	The RDW is the Dutch vehicle authority and as such oversees the Connected Automated Vehicle processes related to the vehicle domain. The authority takes a leading role in the development and implementation of regulations for connected automated vehicles, with the aim of enabling practical testing.
Municipalities in the region of (Zeevolde, Amsterdam, Rotterdam/ Den Haag)	Other local road authority for the Oostenwold/Hout area
The Dutch Passenger Advisory Organization (ROVER)	ROVER is the voice of public transport travellers, promoting comfortable, affordable, reliable and frequent public transport as an attractive alternative to the private car. The association represents the interests of public transport users in the transition to connected shared automated mobility.
DOVA (Dutch Organisation for Traffic and Transport Authorities)	DOVA coordinates and supports cooperation between national, regional and local governments on public transport and automated mobility policy.
CROW (Knowledge Platform for Infrastructure, Traffic, Transport, and Public Space)	CROW provides research, guidelines, and best practices for mobility, infrastructure, and public space planning.
Province of Flevoland	Provincial road authority and decision maker for funding of AV projects
Public transport operators (RET, KEOLIS, transdev, Qbuzz)	Potential operators of the initiative

Internal Organisations	Their roles & responsibilities
Alderman	Political decision maker
Council of Almere	Final key decision maker
Local road authority	The local road authority ensures the safe integration of automated transport by managing infrastructure and regulations, safety.
Finance department	Funding or finding funds for AMoD projects
City planning	Planning, investing and maintenance of the road infrastructure
Urban development	Urban planning and development of new urban areas including AV infrastructure
Legal department	The legal department in Almere ensures that automated transport complies with EU and national legislation and manages permits

# CAMINO Project - Interreg North-West-Europe

## AmoD Collaboration Framework D.1.3.1 - Use Case of De Lijn (PTO)

This figure shows the main stakeholders involved in the implementation and deployment of automated mobility solutions by the Belgian public transport operator De Lijn. It consists of **two major stakeholder maps** - the external and internal stakeholders involved:

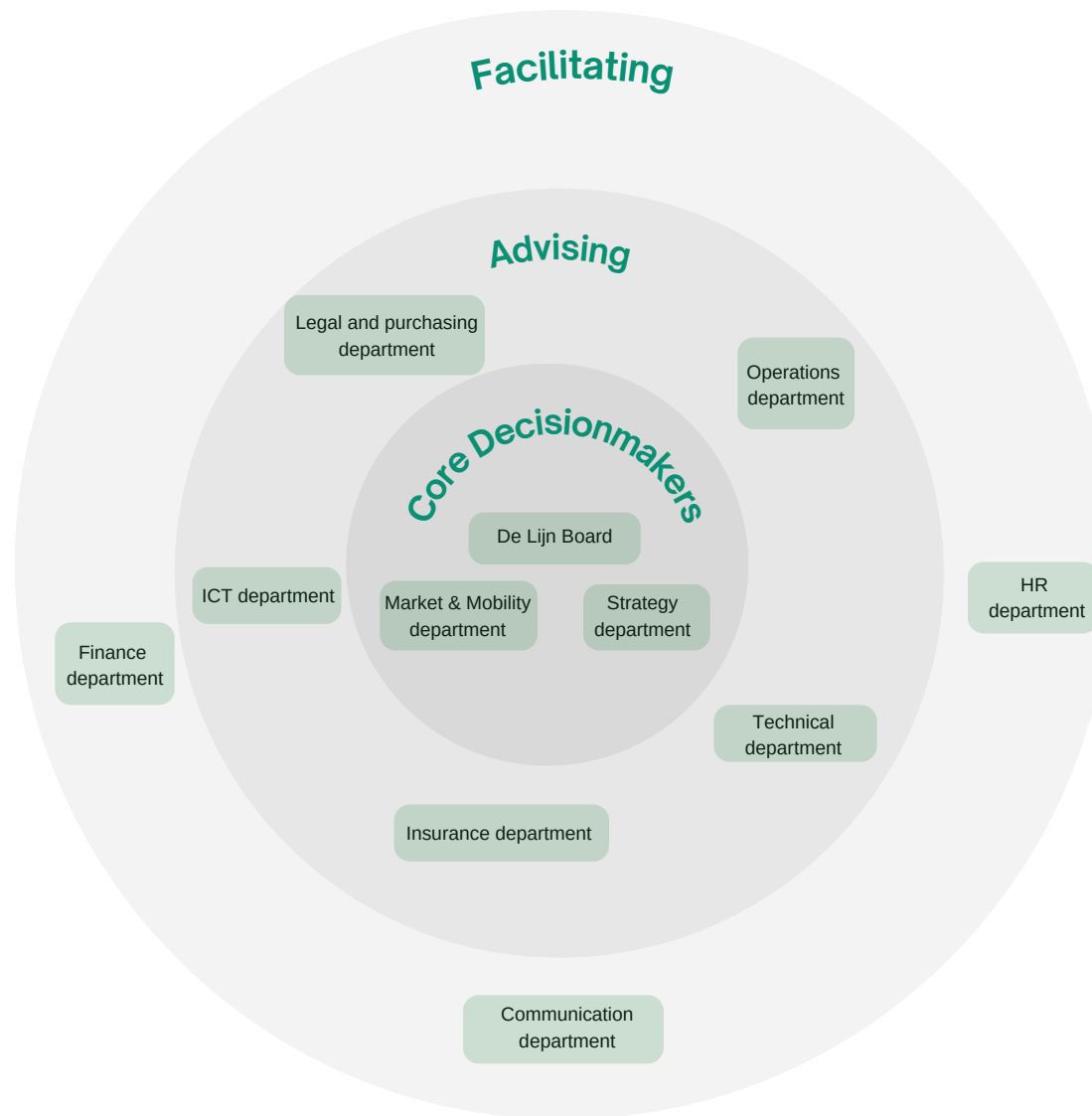
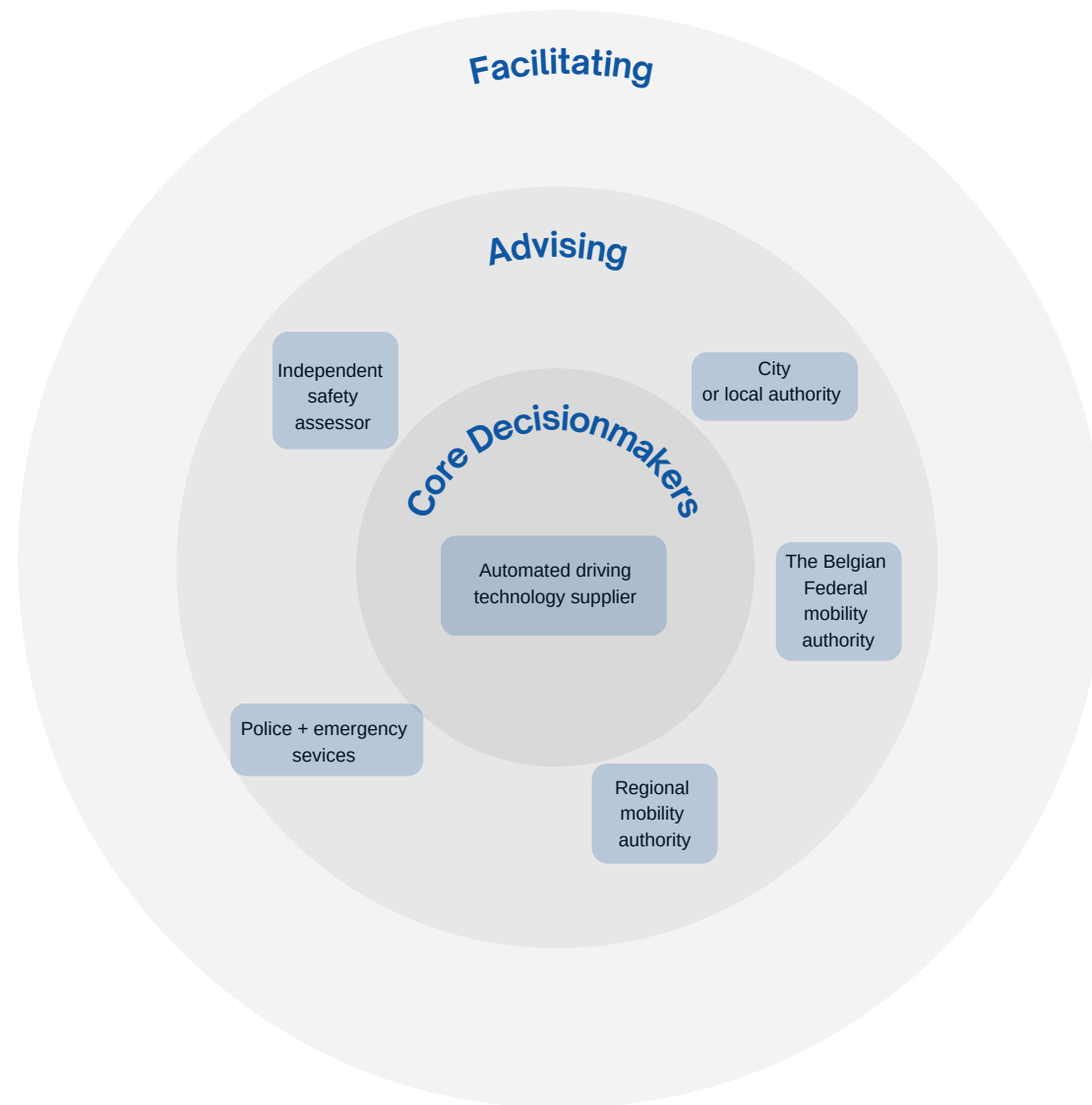
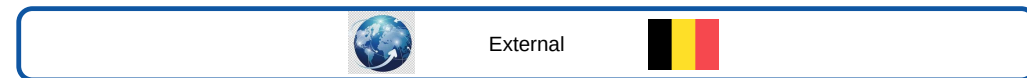
- The **inner circle represents Key Decision Makers**, who have the most direct influence.
- The **middle circle represents Advising Stakeholders**, who provide guidance and expertise.
- The **outer circle represents Facilitating Stakeholders**, who support the process but are not directly involved in decision making.

This type of visualisation helps to categorise stakeholders according to their level of involvement, responsibilities and models of collaboration in decision making for effective AMoD integration.

**External stakeholder map (left)** - These are organisations outside De Lijn, globally and in Belgium, that play a role in advising and facilitating the deployment of AMoD, including e.g. Technology suppliers or Regulators (federal, regional and local) etc.

**Internal stakeholder map (right)** - These are De Lijn's internal departments that are responsible for decision-making, advising and facilitating the Leuven AMoD project, including e.g. De Lijn's Board of Directors, Market & Mobility department, Legal/Purchasing, etc.

A more **detailed explanation of the roles and responsibilities** of external and internal organisations in the AMoD deployment process is defined in the **tables on the right**. The framework highlights the collaborative approach required to successfully integrate automated mobility into the public transport network and shows other public transport operators how the roles are organised within De Lijn.



External Organisations	Their roles & responsibilities
Automated driving technology supplier	Delivering turnkey automated mobility system including safety case - vehicles - supervision system - maintenance of automated driving system - operational procedures
Independent safety assessor	Validate that automated mobility system meets safety targets
Federal Authorities	Permit for automated driving on public roads
Regional Authorities	Permit for automated driving on public roads - Transport authority
Local Authorities	Permit for automated driving on public roads - involvement of local citizens
Emergency services	Permit for automated driving on public roads - operational procedures for interaction by emergency services with automated vehicles

Internal Organisations	Their roles & responsibilities
De Lijn Board	Strategic and financial planning decisions on automated driving roadmap
Market - Mobility + Strategy departments De Lijn	Design - concept - project lead of automated driving projects
Operations + ICT + Technical + Legal & purchasing + Insurance departments De Lijn	Input on automated driving projects requirements and implementation
Communication + HR + Finance departments De Lijn	Support on project implementation