



# BOOK OF PROCEEDINGS

# INTERNATIONAL CONFERENCE SUSTAINABLE MOBILITY

**5-6 MARCH**

**2026**

The INTEC International Conference brings together academics, researchers, policymakers and industry experts to discuss innovative approaches and collaborative solutions for a sustainable future in engineering and mobility. The conference will be hosted by POLIS University in Tirana, Albania, and co-organized by partners from across the EU as part of the Erasmus+ CBHE Project 101081873-ERASMUS-EDU-2022-CBHE-STRAND-2.



INTEC International Engineering Competence Centres to push sustainable mobility development in Albania and Montenegro  
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**FROM PREDICTION TO REGULATION: EVIDENCE PRODUCTION APPROACHES IN  
AUTONOMOUS MOBILITY RESEARCH AND THEIR POLICY IMPLICATIONS**

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**Abstract**

*The European Green Deal requires long-term regulatory decisions on infrastructure, land use, and accessibility based on expectations about the impacts of autonomous and electric mobility. However, the reliability of the scientific knowledge informing these decisions remains unclear. This paper examines the methodological foundations of research addressing the effects of emerging vehicle technologies on the built environment and discusses its implications for sustainable mobility governance. A structured review of ninety-seven scientific publications was conducted using a two-dimensional classification framework. Each study was coded according to its type of evidence production, conceptual, simulation-based, qualitative, or empirical, and according to the urban dimension investigated, including density, land use, safety, pedestrian infrastructure, and street network performance. The analysis evaluates not the outcomes of the studies, but the certainty of the knowledge they provide. The results reveal a systematic imbalance: operational aspects of mobility, such as traffic efficiency and safety, are predominantly examined through simulation models, while broader spatial transformations urban form, accessibility patterns, and public space, are addressed mainly through conceptual or speculative approaches. Empirical observation remains limited to micro-scale interactions. This mismatch creates a governance gap in the implementation of Green Deal mobility policies, where regulatory frameworks must address long-term spatial change using evidence that is primarily predictive rather than observed. The paper argues for adaptive regulatory approaches capable of managing uncertainty, suggesting that resilient mobility policy depends less on precise forecasts and more on institutional capacity to adjust to emerging urban realities.*

**Keywords:** European Green Deal, sustainable mobility governance, autonomous and electric vehicles, evidence-based policy, adaptive regulation

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## **I. INTRODUCTION**

The transition toward climate-neutral mobility is one of the central objectives of European policy. Within the European Green Deal framework, transport is expected to undergo a profound transformation through electrification, automation, connectivity, and modal integration. These technologies are anticipated to reduce emissions, optimise traffic operations, and improve accessibility while supporting broader goals of sustainable urban development. Unlike previous transport innovations, autonomous and connected mobility systems are not merely new vehicle technologies but socio-technical systems capable of reshaping travel behaviour, spatial organisation, and the use of public space. Consequently, regulatory decisions concerning infrastructure standards, parking policies, street allocation, and accessibility planning must be taken before the full impacts of these technologies are observable. Policymaking therefore operates in a condition where future urban transformation must be anticipated rather than measured. Scientific literature plays a crucial role in supporting these decisions. However, research addressing the impacts of autonomous and electric vehicles varies widely in methodological approach, spatial scale, and analytical assumptions. Some studies rely on traffic simulations, others on behavioural surveys, scenario building, or conceptual reasoning, while only a limited number observe real-world implementation. As a result, the type of knowledge available to policymakers is heterogeneous and may not correspond to the nature of the decisions required.

This raises a fundamental policy question:

*What level of certainty supports the regulation of future mobility systems?*

This paper examines the methodological structure of research investigating the impacts of emerging mobility technologies on the built environment. Rather than analysing predicted outcomes, the study evaluates how those outcomes are produced. Through a structured review of ninety-seven publications, the research identifies the dominant forms of evidence and the urban dimensions they address. The objective is to understand whether current knowledge provides a reliable basis for long-term mobility regulation under the European Green Deal. The paper argues that the main challenge in sustainable mobility governance is not only technological uncertainty but epistemic uncertainty, a mismatch between regulatory ambition and the type of knowledge available to support it.

## **II. LITERATURE REVIEW**

### **1. Vehicle technologies as regulatory assumptions in the European Green Deal**

The European Green Deal requires long-term regulatory decisions that extend well beyond emissions targets and technological innovation. Infrastructure standards, street design, parking regulation, and accessibility planning are shaped decades in advance and implicitly embed assumptions about dominant vehicle technologies and vehicle types. Decisions regarding lane allocation, curb management, charging infrastructure, and automation-readiness effectively privilege certain mobility futures over others. In this context, vehicle technology is not a neutral variable but a structuring element of urban space and mobility systems.

However, much of the academic literature treats vehicle technologies particularly autonomous and connected vehicles as abstract or homogeneous entities, insufficiently differentiating between private, shared, automated, electric, or mixed-use configurations. Scholars often assume linear transitions toward efficiency gains, implicitly suggesting that technological advancement will naturally align with sustainability objectives. This tendency risks overlooking the fact that different vehicle types generate fundamentally different spatial, behavioral, and regulatory implications.

As a result, research frequently underestimates the degree to which long-term infrastructure and regulatory decisions lock cities into specific mobility trajectories. By focusing on technological potential rather than institutional path dependency, existing studies may provide an overly optimistic or incomplete basis for policymaking. In the context of the European Green Deal, this disconnect highlights the need for more realistic, governance-aware research that explicitly considers how vehicle technologies interact with regulation, infrastructure permanence, and urban form over time.

## **2. Autonomous and connected mobility as a technological paradigm**

Research on autonomous and connected vehicles initially emerged from engineering-driven and systems design perspectives, where the primary concern was the technical feasibility of automated driving and its safe integration into existing transport infrastructure. Early studies focused on controlled environments such as automated highways, examining vehicle–infrastructure interfaces, system architecture, and operational reliability (Hall, 2000; Hall et al., 2003). In this phase, automation was conceptualised primarily as a technical challenge to be solved through precise system design, verification, and standardisation.

With the development of communication technologies and sensor systems, research attention expanded toward connected vehicle environments and intelligent transport systems. Studies began to explore how vehicles could interact with one another and with infrastructure in real time, enabling coordinated movement, improved traffic management, and enhanced safety performance (Chekkouri et al., 2015; Lu et al., 2014). This body of work reinforced a systems-engineering

perspective in which mobility efficiency, network optimisation, and operational performance were central objectives.

As technological maturity increased, autonomous mobility gradually became framed as more than an engineering solution. Scholars increasingly positioned automation and connectivity as components of a broader transformation of mobility systems, capable of reshaping travel behaviour, service provision, and transport governance. Research on automated mobility-on-demand services illustrated how autonomous vehicles could enable new organisational models for transport, emphasising coordination, fleet management, and system integration rather than individual vehicle performance (Spieser et al., 2014).

This shift coincided with growing interest in the policy implications of automation. Studies began to link technological innovation with broader objectives such as accessibility enhancement, safety improvement, and system efficiency, highlighting the potential of coordinated automated transport to support strategic mobility goals (Raposo et al., 2017). Autonomous and connected mobility thus evolved from a vehicle-centric technological innovation into a system-level paradigm with explicit relevance for planning and regulation.

However, while this transition broadened the scope of inquiry, it also introduced new assumptions. The framing of automation as a systemic solution often presupposes that efficiency gains and coordination will translate into positive urban and societal outcomes. As later sections of this review demonstrate, these assumptions play a critical role in shaping how autonomous mobility is evaluated and regulated, underscoring the need to examine not only technological potential but also the evidentiary basis supporting policy expectations.

### **3. Autonomous mobility and urban transformation narratives**

Parallel to the evolution of autonomous mobility as a technological paradigm, a growing body of literature has explored its potential implications for cities and the built environment. Rather than focusing solely on operational performance, these studies examine how automation may reshape urban mobility patterns, street design, and spatial accessibility. Conceptual and policy-oriented contributions often frame autonomous vehicles as catalysts for rethinking urban space, suggesting that shared and automated mobility could reduce the need for private car ownership, free up parking space, and enable the reallocation of streets toward more pedestrian-oriented and multifunctional uses (Alessandrini et al., 2015; Keegan, 2007; Rothnie et al., 2016).

Within this narrative, autonomous mobility is frequently associated with the prospect of more efficient use of urban space. Reduced parking demand and smoother traffic flow are presented as opportunities to reclaim land for public space, green infrastructure, or alternative urban functions.

These visions resonate strongly with broader ambitions for compact, accessible, and human-centred cities, positioning automation as an enabler of urban transformation.

However, the literature does not converge on a single trajectory. Alongside optimistic visions, several studies emphasise that the effects of autonomous mobility on cities depend critically on behavioural responses and policy context. Improved accessibility and reduced travel effort may enhance mobility for certain population groups and increase overall system efficiency (Meyer et al., 2017). At the same time, reduced travel costs and increased comfort could encourage longer trips and higher travel demand, potentially leading to increased vehicle kilometres travelled and reinforcing automobile-oriented development patterns (Milakis et al., 2017).

Critical reviews further caution that without strong regulatory frameworks; autonomous mobility may exacerbate existing challenges rather than resolve them. Duarte and Ratti (2018) highlight that automation alone does not guarantee sustainability outcomes and may even contribute to urban sprawl if integrated into car-dependent systems. These perspectives underscore that technological capability does not determine spatial outcomes; rather, outcomes emerge from the interaction between technology, user behaviour, and governance arrangements.

Consequently, the literature presents autonomous mobility as a conditional force whose urban impacts are contingent on regulatory choices, planning strategies, and institutional coordination. This recognition shifts the focus from technology-driven determinism toward governance-driven transformation, reinforcing the need to critically examine the knowledge base informing policy decisions. As later sections demonstrate, much of the existing research anticipates urban change without empirically observing it, raising questions about the reliability of narratives guiding sustainable mobility strategies.

#### **4. Modelling and scenario-based dominance in impact assessment**

Methodologically, a significant share of the literature on autonomous and connected mobility relies on simulation, modelling, and scenario-based analysis to anticipate future impacts. Traffic simulations and agent-based models are widely employed to evaluate changes in network performance, mode choice, and travel behaviour under varying assumptions of technology adoption and system integration (Minelli et al., 2015; Olia et al., 2016). These approaches allow researchers to explore potential outcomes in contexts where real-world data remain scarce.

Beyond short-term operational effects, scenario studies extend modelling efforts to investigate long-term implications for accessibility and land-use interaction. In European contexts, such studies simulate future mobility systems under different policy and adoption trajectories, linking transport performance with spatial development patterns (Milakis et al., 2017). By examining multiple

futures, scenario-based research provides valuable insights into the range of possible transformations that autonomous mobility might induce.

However, the explanatory power of these methods is closely tied to the assumptions embedded within them. Behavioural responses, market penetration rates, and regulatory conditions are often treated as exogenous or simplified variables, despite their critical influence on mobility outcomes. As a result, modelled futures reflect internally consistent scenarios rather than empirically validated trajectories.

Conceptual and speculative contributions complement modelling approaches by proposing broader urban visions shaped by automation and shared mobility (Alessandrini et al., 2015; Keegan, 2007). These studies play an important role in framing debates and influencing policy discourse, particularly in early stages of technological development. Yet, while influential, such contributions rarely test their assumptions through empirical observation or longitudinal analysis.

Taken together, modelling, scenario-based, and conceptual approaches dominate the methodological landscape of autonomous mobility research. While they are indispensable for exploring uncertain futures, their reliance on assumptions underscores the need to critically assess how much regulatory confidence can be placed in their findings. This methodological imbalance is central to understanding the evidence gaps identified in this study.

### **5. Empirical and behavioral research: limited spatial reach**

Compared to modelling and conceptual research, empirical investigation of autonomous mobility remains relatively limited and is largely concentrated on micro-scale interactions. Experimental studies primarily focus on pedestrian–vehicle interaction, safety verification, and human–machine communication in controlled or semi-controlled environments (Loos & Platzer, 2011). These studies provide essential insights into safety performance and user perception, particularly in situations where automated systems interact directly with vulnerable road users.

Pilot implementations of autonomous transport systems represent another important source of empirical evidence. Early European demonstrations of driverless electric transport have contributed valuable knowledge regarding operational feasibility, system reliability, and passenger experience (Christie et al., 2016). Such pilots allow observation of real-world interactions and offer a practical testing ground for automated services.

However, both experimental studies and pilot projects are inherently constrained in spatial and temporal scope. Their limited duration and geographically bounded implementation restrict the ability to observe long-term behavioural adaptation or cumulative spatial effects. As a result,

empirical evidence remains largely disconnected from macro-scale urban processes such as land-use restructuring, changes in density patterns, or long-term accessibility dynamics.

Further illustrating this limitation, some empirical studies focus on infrastructure sensing, road condition monitoring, and system performance, emphasising technical optimisation rather than spatial transformation (Zhang et al., 2018). While these contributions are valuable for improving system reliability and operational safety, they do not address the broader urban consequences of autonomous mobility deployment.

Overall, empirical research provides robust insights into how autonomous systems function and interact at the micro level, but offers limited evidence regarding how cities evolve in response to these technologies. This mismatch between the scale of empirical observation and the scale of planning decisions reinforces the need for caution when translating experimental findings into long-term regulatory strategies.

## **6. Knowledge gaps and relevance for mobility governance**

Despite the rapid growth of research on autonomous and connected mobility, the literature remains fragmented across disciplinary, methodological, and analytical boundaries. Engineering-oriented studies, modelling exercises, conceptual visions, and behavioural experiments often operate in parallel rather than in dialogue, producing insights that are difficult to integrate into coherent evidence base for policymaking. As a result, much of the existing literature concentrates on identifying potential impacts of autonomous mobility, while devoting comparatively little attention to evaluating how robustly those impacts are known.

Review studies synthesise anticipated effects on transport systems and urban environments, but rarely interrogate the certainty, scale, or evidentiary basis underlying these projections (Duarte & Ratti, 2018). This tendency reinforces dominant narratives about future urban transformation without systematically distinguishing between observed outcomes, model-based predictions, and speculative assumptions.

This limitation is particularly significant in the context of mobility governance, where regulatory decisions increasingly depend on long-term expectations about urban change. Policies concerning parking standards, street allocation, accessibility planning, and infrastructure investment are shaped by assumptions about how autonomous mobility will alter travel behaviour and spatial organisation. When these assumptions are derived primarily from predictive or conceptual research, the risk of misalignment between policy intent and actual urban outcomes increases.

In this context, the challenge for policymakers is not simply to choose among competing future scenarios, but to understand the level of uncertainty embedded in the knowledge supporting those

scenarios. Without such understanding, regulatory frameworks may inadvertently lock cities into spatial configurations that are difficult to reverse.

This paper addresses this gap by shifting analytical attention from impact prediction to knowledge production. By systematically examining the evidence production approaches and urban impact dimensions employed in existing studies, the research offers a meta-level assessment of the scientific foundations informing sustainable mobility regulation. This perspective is essential for developing adaptive governance strategies capable of managing uncertainty and responding to emerging empirical evidence as autonomous mobility technologies evolve.

### III. METHODS

#### 1. Research approach

This study examines the reliability of knowledge supporting sustainable mobility policy by analyzing how scientific literature investigates the impacts of autonomous and electric vehicles on the built environment. Rather than synthesizing reported impacts, the research evaluates the methodological foundations through which those impacts are produced. A structured methodological review was conducted on a corpus of 97 scientific publications addressing autonomous, connected, and electric mobility and their spatial implications. The objective is to identify patterns in evidence production and assess whether the available knowledge corresponds to the nature of regulatory decisions required for long-term mobility planning under the European mobility transition.

Each publication was analyzed through a two-dimensional classification framework consisting of:

- a) Evidence Production Approach – describing how knowledge is generated
- b) Urban Impact Dimension – describing which aspects of the built environment are investigated

This structure enables examination of the relationship between the type of evidence available and the urban transformations addressed by research.

The first dimension classifies studies according to their epistemological approach, distinguishing between anticipated and observed knowledge.

*Table 1. Evidence Production Approaches and types of knowledge in Autonomous Mobility research.*

Evidence Production Approach	Description	Nature of knowledge
Conceptual evidence	Vision papers, policy discussions, scenario reasoning	Anticipated impacts
Simulation-based evidence	Traffic models, agent-based models, transport simulations	Predictive impacts

Interpretative evidence	Surveys, interviews, behavioral studies, literature reviews	Contextualized impacts
Empirical evidence experimental	Pilot projects, real-world testing, interaction experiments	Observed impacts

This classification differentiates knowledge derived from assumptions and projections from knowledge derived from observation.

The second dimension identifies which elements of the built environment are analyzed.

*Table 2. Urban Impact Dimensions Relevant to Autonomous Mobility Integration.*

Urban Impact Dimension	Built environment component
Density	Spatial concentration and distribution of activities
Land use	Functional organization of urban areas
Pedestrian environment	Walkability and human-scale infrastructure
Safety	Conflict reduction and risk conditions
Urban design quality	Aesthetics and spatial perception
Street network performance	Operational and functional characteristics of the network

*Analytical procedure*

The analysis evaluates the distribution and intersection of Evidence Production Approaches and Urban Impact Dimensions in order to identify three conditions:

1. Impacts primarily predicted through modelling or conceptual reasoning
2. Impacts supported by empirical observation
3. Impacts relevant for policy but insufficiently investigated

The objective is not to measure the impacts of autonomous vehicles, but to measure the certainty of knowledge about those impacts. This allows assessment of whether the current scientific evidence base provides a reliable foundation for regulatory decisions in sustainable mobility policy.

**IV. RESULTS**

**1. Dominant types of evidence**

The classification of the 97 analysed publications reveals a highly uneven distribution of evidence production approaches. Research on autonomous and electric vehicles is predominantly based on predictive and speculative knowledge, while empirically observed impacts remain limited (Figure 1).

The majority of studies fall into two categories:

- a) Simulation-based evidence (Simulation), predictive knowledge derived from modelling behavioural assumptions and technology adoption
- b) Conceptual evidence (Conceptual), visioning exercises, policy discussions, and future scenarios

In contrast, empirical evidence represents only a small portion of the literature. These include pilot tests, interaction experiments, and real-world behavioural observations. Interpretative evidence occupies an intermediate position, often synthesising expectations rather than measuring spatial change.

This distribution indicates that most claims about the spatial effects of autonomous mobility are derived from hypothetical conditions rather than observed transformations. Urban futures are therefore primarily simulated before they are experienced.

## 2. Which urban dimensions are actually studied

The spatial classification further reveals an imbalance between mobility performance research and urban form research (Figure 2).

The most frequently studied aspects concern operational characteristics:

- traffic performance
- network capacity
- safety optimisation
- operational efficiency

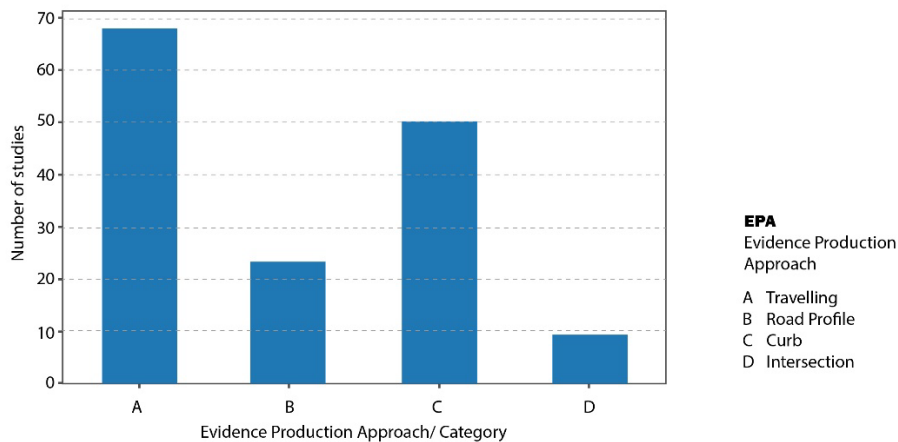


Figure 1. Distribution of Evidence Production Approaches (EPA) in analyzed studies.

These dimensions are strongly associated with simulation-based methods because they can be mathematically modelled and therefore dominate the research landscape.

By contrast, several key components of the built environment receive significantly less empirical investigation:

- land-use change
- urban density patterns
- public space quality
- urban design and aesthetics
- pedestrian experience

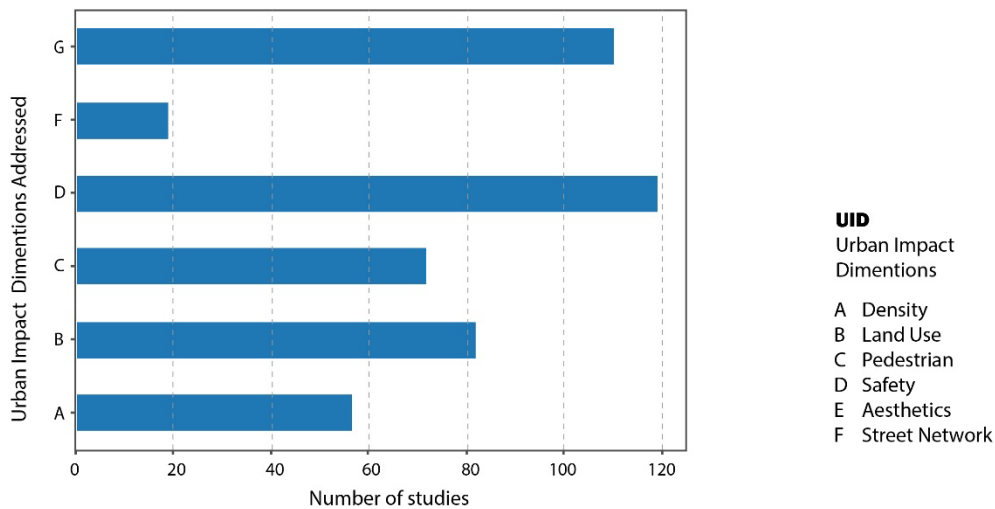


Figure 2. Distribution of Urban Impact Dimensions (UID) in analyzed studies.

When these dimensions are addressed, they are predominantly explored through conceptual reasoning rather than measured impacts. This suggests that research tends to focus on what is technically predictable rather than what is spatially transformative.

### 3. The epistemic imbalance

Cross-analysis between Evidence Production Approach and Urban Impact Dimension highlights a structural mismatch in knowledge production:

- traffic behaviour is predicted
- urban transformation is inferred
- human interaction is only partially observed

This mismatch is visually synthesised in Figure 3, which illustrates the relationship between methodological approaches and the urban dimensions they address.

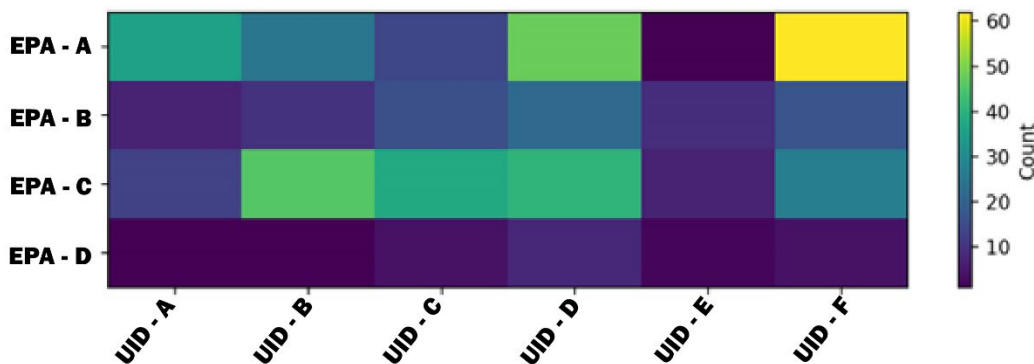


Figure 3. UID and EPA Matrix.

Figure 3 shows that simulation-based and conceptual approaches dominate across most urban impact dimensions, particularly those related to traffic performance, network capacity, and operational safety. These impacts are closely linked to the vehicle and its immediate operational environment and can therefore be predicted through formal modelling. As a result, traffic behavior is predominantly predicted rather than observed. By contrast, dimensions associated with broader urban transformation, including land-use change, density patterns, and long-term accessibility, display a strong concentration of conceptual and modelling-based evidence, with very limited empirical support. In Figure 3, these dimensions appear largely disconnected from empirical evidence production approaches, indicating that urban transformation is primarily inferred rather than measured.

Human interaction occupies an intermediate position in the epistemic landscape. Empirical studies do appear in Figure 3, but they are almost exclusively associated with micro-scale phenomena such as pedestrian crossing behavior or vehicle communication interfaces. While these studies contribute important insights into immediate user–vehicle interaction, they do not extend to the macro-scale processes through which cities evolve over time. Taken together, Figure 3 reveals a clear gradient of evidentiary strength across spatial scales. Empirical evidence is concentrated near the vehicle, where interactions are observable and controllable. As the scale of impact expands from operational performance to urban structure, reliance on predictive and conceptual knowledge increases. Consequently, the further an impact is removed from the vehicle itself, the weaker and more assumption-dependent the supporting evidence becomes.

This epistemic imbalance has direct implications for sustainable mobility governance. Many of the regulatory decisions associated with long-term planning, such as land allocation, parking regulation, and infrastructure investment, operate precisely at the scale where empirical evidence is weakest, underscoring the need for caution when translating predicted impacts into binding policy frameworks.

Empirical studies are concentrated almost exclusively on micro-scale interactions such as pedestrian crossing behaviour or vehicle communication interfaces. Macro-scale urban change density patterns, land-use restructuring, or accessibility is almost entirely based on modelling assumptions or conceptual reasoning. Therefore, the further the impact is from the vehicle itself, the weaker the supporting evidence becomes.

#### **4. Implications for knowledge reliability**

The literature currently provides relatively high confidence regarding operational vehicle performance but low confidence regarding urban transformation. However, regulatory decisions associated with the European Green Deal, infrastructure investment, parking regulation, spatial planning, and accessibility strategies, depend precisely on these long-term spatial effects. The aspects most relevant for planning and regulation are supported by the least empirical evidence, while the most empirically studied aspects are the least decisive for urban transformation.

#### **V. CONCLUSION**

The results reveal a structural imbalance between the type of knowledge produced by research and the type of knowledge required for policymaking. While operational aspects of automated mobility systems are supported by predictive modelling and simulation, spatial transformations of cities remain largely conceptual or assumed. This mismatch has significant implications for the implementation of sustainable mobility policies within the European Green Deal framework.

The Green Deal requires regulatory decisions that extend far beyond vehicle performance. Governments must anticipate changes in parking demand, infrastructure allocation, accessibility patterns, and land-use organisation decades in advance. These decisions shape long-term urban form and are often difficult to reverse once implemented. However, the evidence base supporting such decisions is characterised by high predictive certainty at the micro scale and low empirical certainty at the urban scale.

This creates a governance challenge: policy operates at the spatial scale where knowledge is weakest.

Transport planning traditionally relies on measurable variables such as traffic flow, speed, and safety indicators. The dominance of simulation-based studies reflects this tradition. Yet sustainable mobility policy requires regulation of accessibility, spatial distribution of activities, and public space quality, phenomena that emerge from behavioural adaptation and long-term socio-spatial feedback loops. These processes cannot be reliably modelled without empirical observation over time.

Consequently, there is a risk that efficiency improvements predicted by automated mobility research may be interpreted as sustainability improvements in policy. Increased network capacity or smoother traffic flow does not necessarily lead to reduced car dependency, compact urban development, or improved accessibility. If regulatory frameworks assume such outcomes, infrastructure investments may inadvertently reinforce automobile-oriented spatial structures rather than support the transition toward sustainable mobility.

The challenge therefore lies not in predicting the future accurately, but in regulating under uncertainty.

Instead of fixed regulatory frameworks based on projected impacts, mobility governance may require adaptive approaches capable of responding to observed effects. Flexible parking standards, reversible street allocation, staged infrastructure investment, and continuous monitoring mechanisms allow planning decisions to evolve alongside technological adoption. Such approaches shift policy from prediction-based planning to learning-based regulation.

Within the context of the European Green Deal, institutional capacity to manage uncertainty becomes as important as technological readiness. The transition toward sustainable mobility depends not only on cleaner vehicles or smarter systems, but on governance structures capable of adjusting when anticipated urban transformations differ from actual ones.

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**International conference on sustainable mobility**

**Agenda**

**Project title:** International Engineering Competence Centres to push Sustainable  
 Mobility Development in Albania and Montenegro  
**Acronym:** INTEC

<b>Work package</b>	
<b>WP11</b>	<b>International conference</b>
<b>TASK</b>	
11.4	Community Building Events

<b>Dates</b>	05.03.-06.03.2026
<b>City</b>	Tirana
<b>Meeting venue</b>	POLIS University Entrance Hall
<b>Address</b>	Rr. Bylis 12, Kodi Postar 1051, Kutia Postare 2995, Tirana, Albania

<b>05.03.2026</b>	
Entrance Hall, POLIS University	
<b>8:30 - 9:00</b>	<b>Registration</b>
<b>9:00 - 9:30</b>	<b>Opening Performance</b>
<b>Welcome session - Auditorium A5 (Ground floor)</b>	
<b>9:30 - 10:00</b>	<b>Opening Remarks</b> Dr. Elona Karafili (Vice Rector, POLIS University) Dr. Flora Krasniqi (Head of Office of Projects and Internationalization, POLIS University) DI Daniela Wenzl (INTEC Project Coordinator)
<b>Auditorium A5 (Ground floor)</b>	
<b>10:00 - 11:00</b>	<b>Keynote speakers</b> DI Horst Pflügl AVL Collaborative Research for sustainable Mobility DPSHTRR Representative - (General Directorate of Road Transport Services in Albania)
<b>11:15 - 11:30</b>	<b>Coffee break (Moving into parallel sessions)</b>

11:30	SESSION 1: POLITICAL AND REGULATORY FRAMEWORK AULA B1	SESSION 2: TECHNOLOGICAL INNOVATION AULA B4
11:30 - 11:45	<b>Opening Session:</b> Prof. Emeritus dr Nataša Gospić (FSKL)	<b>Opening Session:</b> Associate Prof. Ivan Tolj (US)
11:45 - 12:00	<b>Integrating Event Data Recorder (EDR) Technology into Sustainable Road Safety Frameworks within the European Green Deal</b> Eriselda Alimeti, Parid Milo, Mentor Çejku, Anis Sulejmani, Odhisea Koça	<b>Empirical Comparative Study of Structural CFRP Sandwich Structure Inserts for Out-of-Plane loads</b> Imre Kovács
12:00 - 12:15	<b>Infrastructure Readiness for Sustainable Mobility: EU Frameworks and the Case of Albania</b> Ervin Kalemaj, Parid Milo, Mentor Çejku, Anis Sulejmani, Odhisea Koça	<b>The Role of Intermodal Transportation for the Sustainable Mobility</b> Márton Kovács
12:15 - 12:30	<b>Review of the Evolution of International Ship Energy Efficiency Regulations and the Albanian context</b> Dr. Blenard Xhaferaj, Doklejda Hodaj	<b>Impact of Heat Pump Systems on Winter Energy Use and Driving Range in Battery Electric Vehicles</b> Luis Henrique Pereira Martins
12:30 - 12:45	<b>Renewable Energy Procurement (CPPA) and Transport Electrification: European Perspectives and Albanian Challenge</b> Antonio Ndoci, Anis Sulejmani, Odhisea Koça, Mentor Çejku, Parid Milo	<b>Liquid Cooling Systems for Electric Vehicle Batteries: Improving Safety, Performance and Sustainability</b> João Miguel de Almeida Ribeiro Silva
12:45 - 13:00	<b>The Current Status of Autonomous Vehicle</b>	<b>Analysis of Battery Charging and Discharging Behavior for Electric Vehicle Applications</b> Leona Markic, Luka Filipović

	<b>Technology Adoption in the Balkan Region</b> Darjana Lopičić, Oliver Popović, Miloš Ilić, Bojan Kocić	
13:00 - 14:00	Lunch	
14:00 - 14:15	<b>Reviewing the European Green Deal in Energy, Mobility and Industry</b> Veselinka Calasan, Ivana Ognjanović	<b>Automotive Cooling Systems Sustainability: A Focus on the Expansion Tank</b> Ana Inês Barbeiro Casimiro
14:15 - 14:30	<b>The European Green Deal and its National Implementation: From Strategy to Practice</b> Blerina Bektashi, Andi Bektashi	<b>Design and Development of a Constant-Volume Combustion Chamber for Optical Investigation of Hydrogen and Water Injection Under Engine-like Conditions</b> Julius Hollerith, Prof. Dr. Bhavin Kapadia
14:30 - 14:45	<b>From Prediction to Regulation: Evidence Production Approaches in Autonomous Mobility Research and Their Policy Implications</b> Sadmira Malaj	<b>Emission Reduction of Marine Propulsion Systems in SECA Zones Through the Integration of Hydrogen Technologies</b> Motaleb Miri, Ivan Radaš, Marija Mandić, Ivan Tolj
14:45 - 15:00	<b>Questions and Discussion</b>	<b>A Comprehensive Analysis of Ventilation System for Enhanced Energy Efficiency in Marine Propulsion Applications</b> Sara Blašković, Gojmir Radica, Jakov Šimunović

15:00 - 15:15		<b>Design and Topology Optimization of a Lightweight Chain Sprocket for Electric Motorcycle Applications</b> Teo Čolović, Ivo Marinić-Kragić
15:15 - 15:30	<b>SESSION 3: ECONOMIC AND BUSINESS PRESPECTIVES + CASE STUDIES AND GOOD PRACTICES</b> Aula B1	<b>Questions and Discussion</b>
	<b>Opening Session:</b> Dr. Anis Sulejmani (PUT)	
15:30 - 15:45	<b>Managing Renewable Energy Resources as a Foundation for Sustainable Mobility Transitions</b> Deivi Sinanaliaj, Martin Bektashi	
15:45 - 16:00	<b>Feasibility of Electric Bus deployment in Montenegro: A Case Study of Budva (Erasmus+ INTEC / IECC Context)</b> Anastasija Mrkajic, Vinko Nikic.	
16:00 -16:15	<b>Children Paths as an Urban Regeneration Strategy: Naim Frasheri Study Case</b> Dejvi Dauti	
16:15 - 16:45	<b>Questions and Discussion</b>	

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06.03.2026		
First Floor Hall, POLIS University		
8:30 – 9:00	<b>Registration</b>	
9:00- 9:15	<b>SESSION 4: SOCIAL AND ENVIRONMENTAL IMPACT</b> AULA B1	<b>SESSION 5: FUTURE SCENARIOS</b> AULA B4
9:00 – 9:15	<b>Opening Session:</b> Prof. Dr. Bhavin Kapadia (FHF)	<b>Opening Session:</b> MA Adrian Millward-Sadler (FHJ)
9:15 – 9:30	<b>Comparison of Lifecycle Emissions of a SUV with Fuel Cell and Battery Electric Powertrains - Bhavin Kapadia, Alper Sayin, Sandra Eisenträger</b>	<b>GENAI Literacy as a Transversal Skill for Emerging Professionals: Implications for Sustainability- Critical Knowledge Work - Adrian Millward-Sadler</b>
9:30 – 9:45	<b>Smart Mobility Technologies and their Impact on Urban Sustainability: Insights from</b>	<b>Effects of Technical Traffic Calming Measures - Filip Perović</b>

	<p><b>European and Western Balkan Cities –</b> Alma Gjonaj, Vjola Ziu</p>	
9:45 – 10:00	<p><b>The Disappearing Squares: Social and Environmental Impacts of Urban Mobility Planning in Durres –</b> Arjola Sava</p>	<p><b>Cybersecurity Vulnerabilities in Electric Vehicle Operating Systems: A Global Awareness Analysis –</b> Aleksa Radević</p>
10:00 – 10:15	<p><b>The City that Demands Continuous Movement: The Disappearance of the Right not to Move within the Framework of Sustainable Mobility –</b> Avrili Meshi</p>	<p><b>Development of a risk assessment model for the transport of hazardous materials using ALOHA and GIS software tools –</b> Marko Radetić</p>
10:15 – 10:30	<p><b>Between Rhetoric and Reality: Discursive Framings, Greenwashing and Outcomes in Sustainable Mobility –</b> Kejsi Veselagu</p>	<p><b>Mapping Distance and Time Leveraging Isochrone Intelligence in Emerging Cities –</b> Andia Vllamasi, Erjon Cobani</p>
10:30 – 10:45	<p><b>Reimagining the City Through Green Mobility Strategies: The Case of Tirana –</b> Vjola Ziu, Alma Gjonaj</p>	<p><b>Can AI develop its Own “Taste” Automotive Design? –</b> Gregor Andoni, Kristjana Meço</p>
<b>Coffee Break</b>		
11:00 – 11:15	<p><b>Linking Morphology, Perceived Safety, and Sustainable Mobility in Post-Socialist Urban Contexts- Sindi Doce</b></p>	<p><b>Optimizing Public Transport Corridors Using AI-Based Scenario Modelling: A case Study on Tirana’s Ring Road –</b> Erjon Çobani, Julian Beqiri, Merita Guri</p>
11:15 – 11:30	<p><b>Towards Sustainable Transport: A Comparative Analysis of Electric Vehicle Adoption in Montenegro and Albania –</b> Radmila Milić</p>	<p><b>Threat Landscape and Multi-Layered Protection Mechanisms for Autonomous and Electric Vehicle Systems –</b> Marko Asanovic, Oliver Popović, Zoran Avramović, Nataša Gospić</p>

11:30 - 11:45	Questions and Discussion	Cybersecurity Challenges in Modern Vehicular Communication Networks - Aleksandar Grgurević, Nataša Gospić, Oliver Popović
11:45 - 12:00		Green Transition in Albania: Challenges and Future Actions - Erik Kushta, Andi Hyka, Enea Nasto
12:00 - 12:15	SESSION 6: CONTROVERSIES AND CHALLENGES Aula B1	Use of AI in the Process of Green Transformation and Impact on Public Health - Esmeralda Hamiti, Federika Alliaj, Kristi Metushi
	Opening Session: Prof. Kristofor Lapa (UV)	
12:15-12:30	The Adoption of Electric Vehicles in Albania: A Comparative Study with Other Western Balkan Countries - Doklelda Hodaj, Andrea Lapa	Development of an Automatic Traffic Sign Detection System Using YOLOv8 - Valentina Vojinović, Luka Filipović
12:30-12:45	Application of Quality Tools in the Analysis of Factors Influencing the Development of Electromobility in Montenegro - Jelena Šaković Jovanović, Draško Jovanović, Mirjana Grdinić Rakonjac, Marko Lučić, Miloš Perović, Aleksandar Vujović, Gordana Radulović	The Historical Development of Artificial Intelligence and Its Influence on the job market in Automotive Engineering - David Josef Pilgram
12:45 - 13:45	Questions and Discussion	Questions and Discussion
13:45	Lunch	