

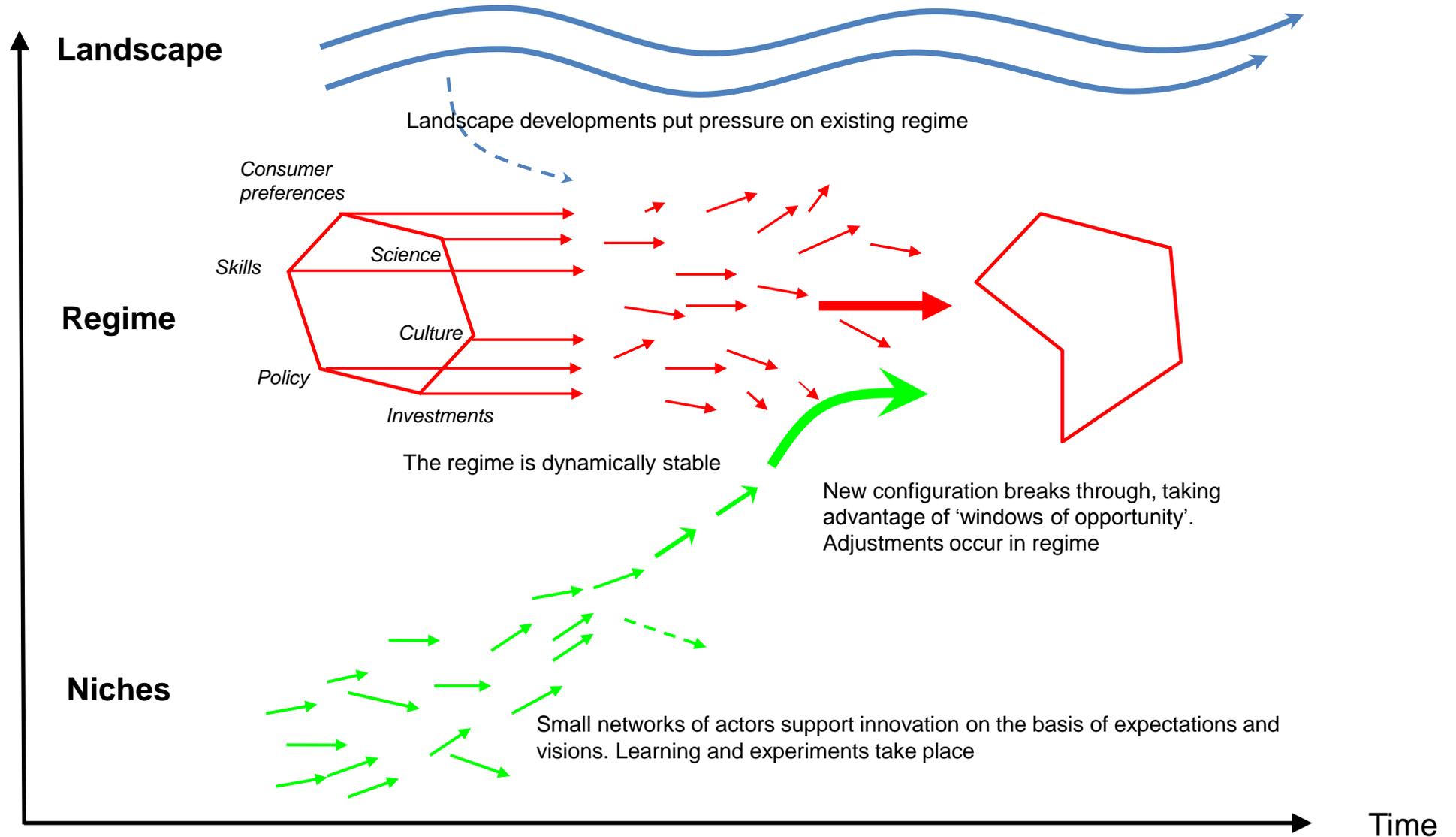
# Transitions towards sustainable mobility

Michael Asquith, European Environment Agency, 6 March 2017

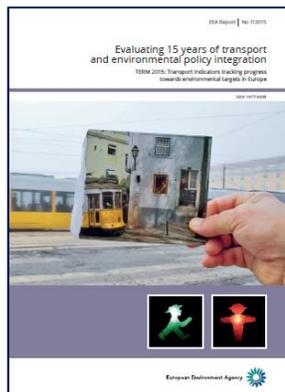
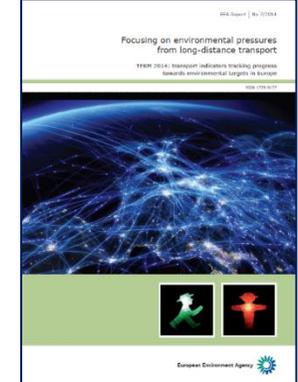
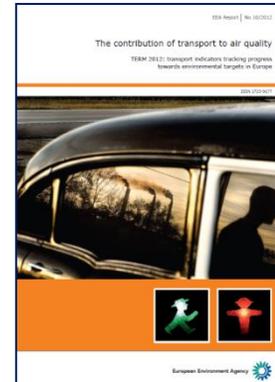
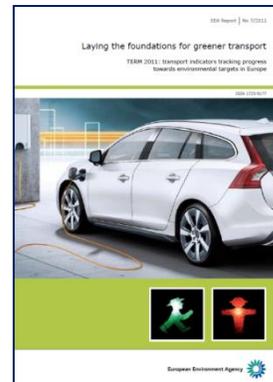
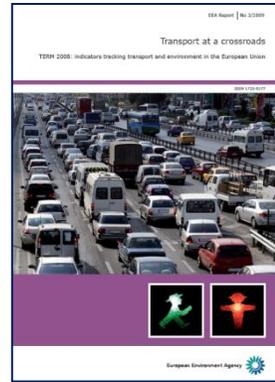
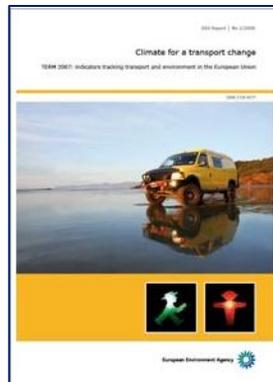
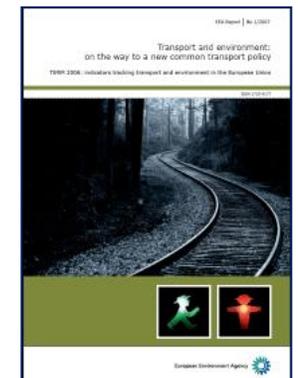
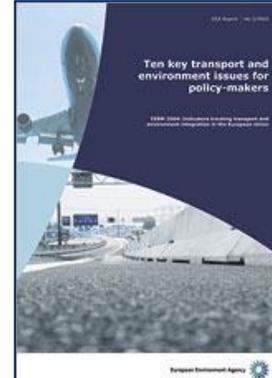
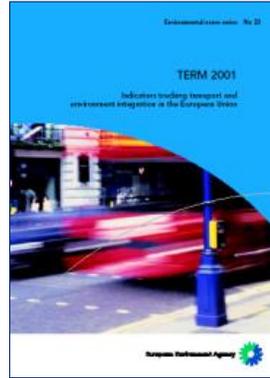
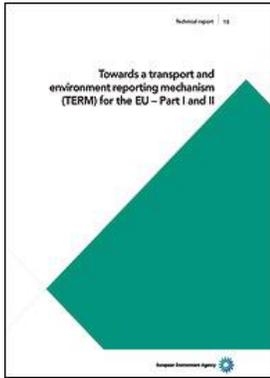
# What this presentation is about

- TERM 2016: *Transitions towards a more sustainable mobility system*
- Introduce sustainability transitions concepts using some examples from the transport domain
- Provide a bit of context for subsequent discussions

# The multi-level perspective on transitions: rather confusing



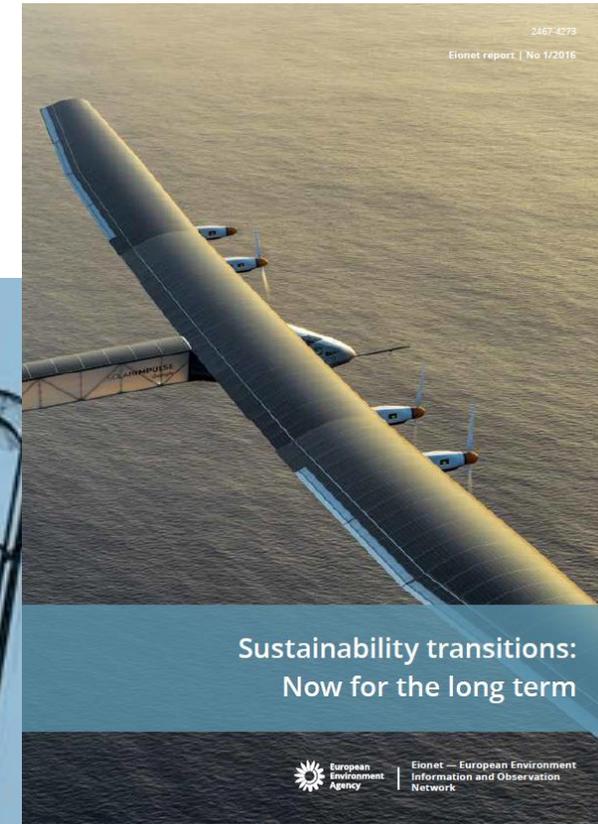
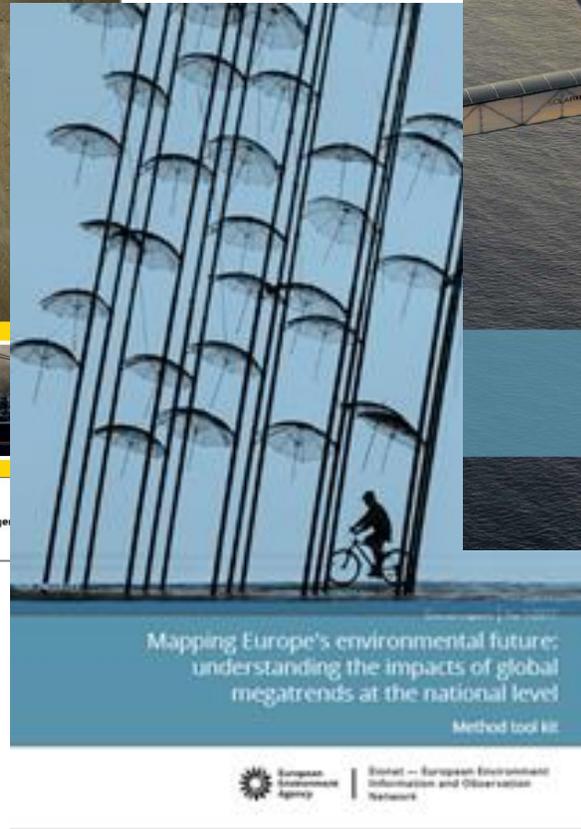
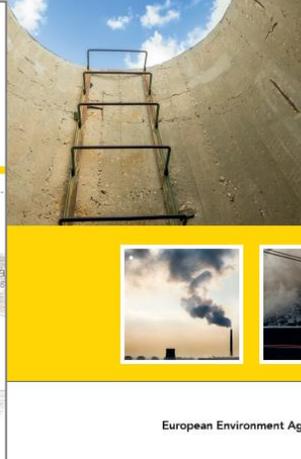
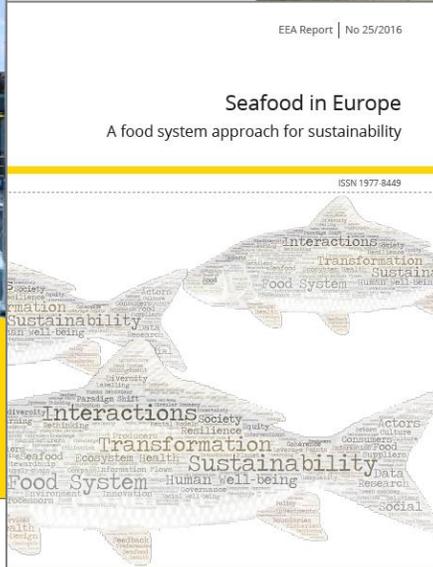
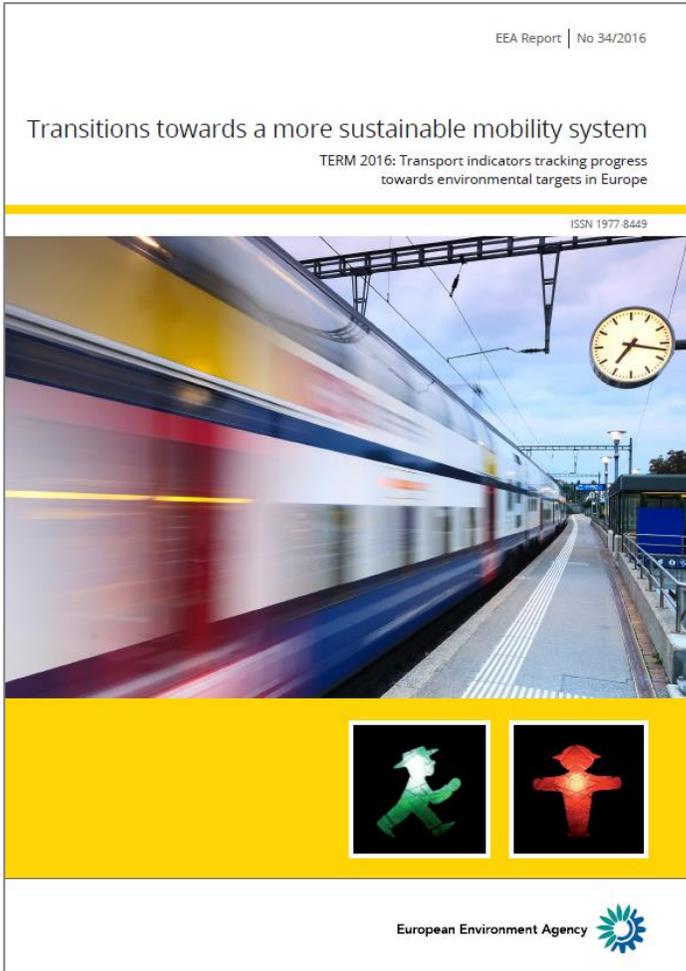
# Annual TERM report: since the year 2000



TERM 2015 evaluated 15 years of transport and environmental policy integration

TERM 2016 looks ahead to Europe's long-term sustainability goals

# EEA publications exploring systems, megatrends, transitions



# SOER 2015 concluded on the need for transitions



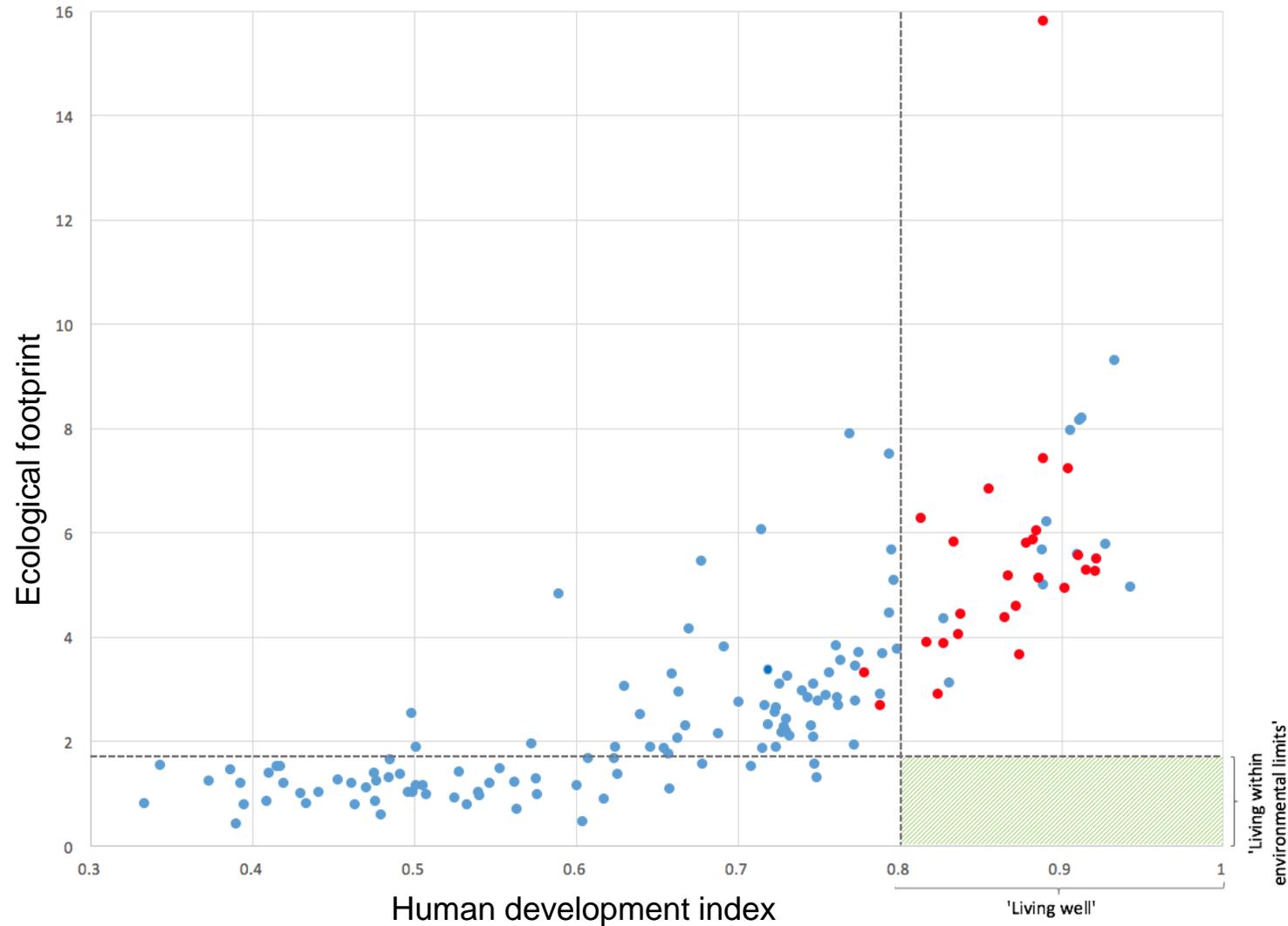
Incremental efficiency gains to established technologies will not be sufficient.

Living well within environmental limits will require **fundamental transitions in core societal systems**, including food, energy, mobility, urban, fiscal and finance systems.

This will necessitate **profound changes in dominant practices, policies and thinking**.



# Why do we need systemic transitions?

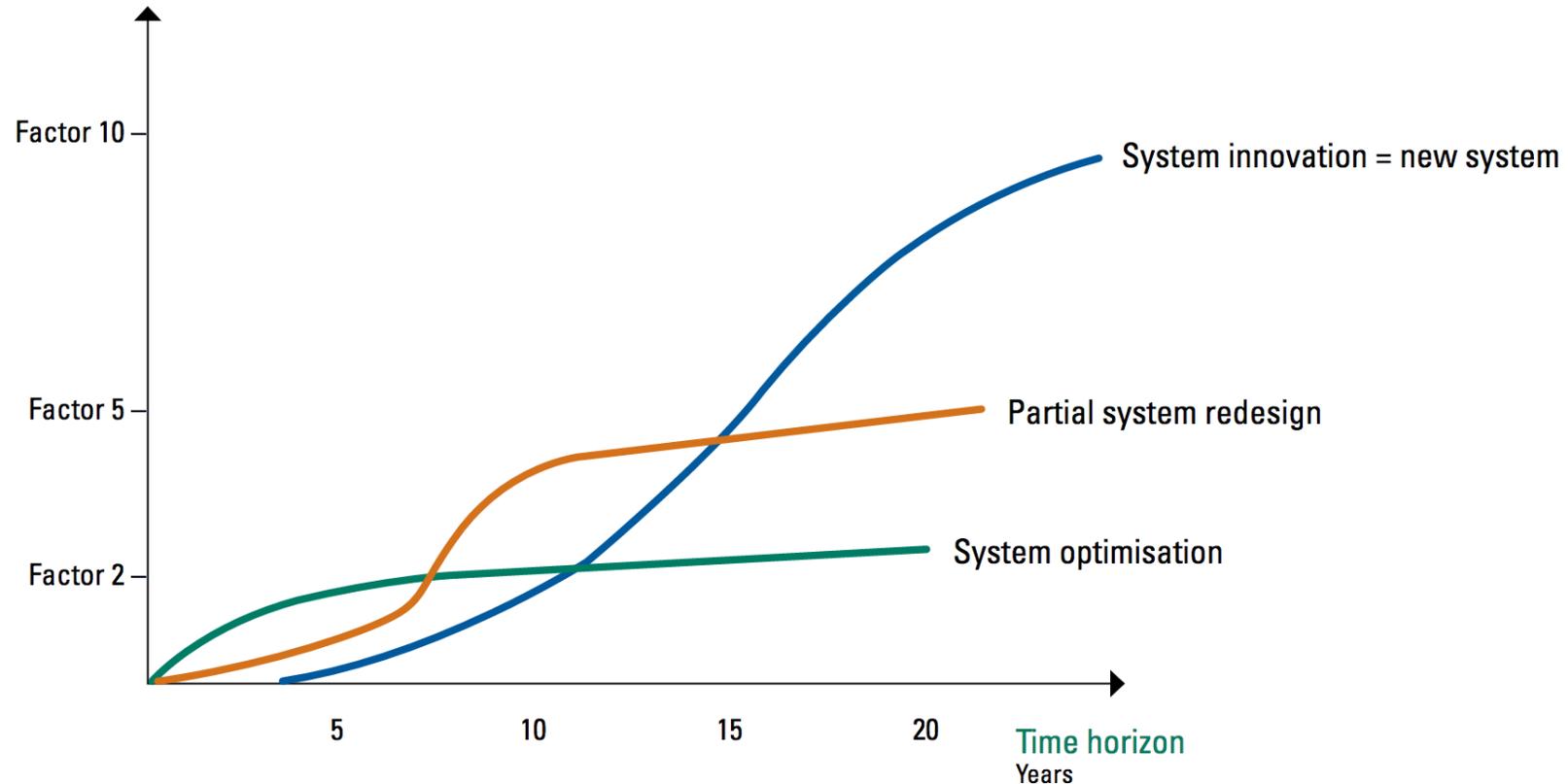


First, because **global trends** necessitate huge improvements in environmental performance in advanced economies

# Why do we need systemic transitions?

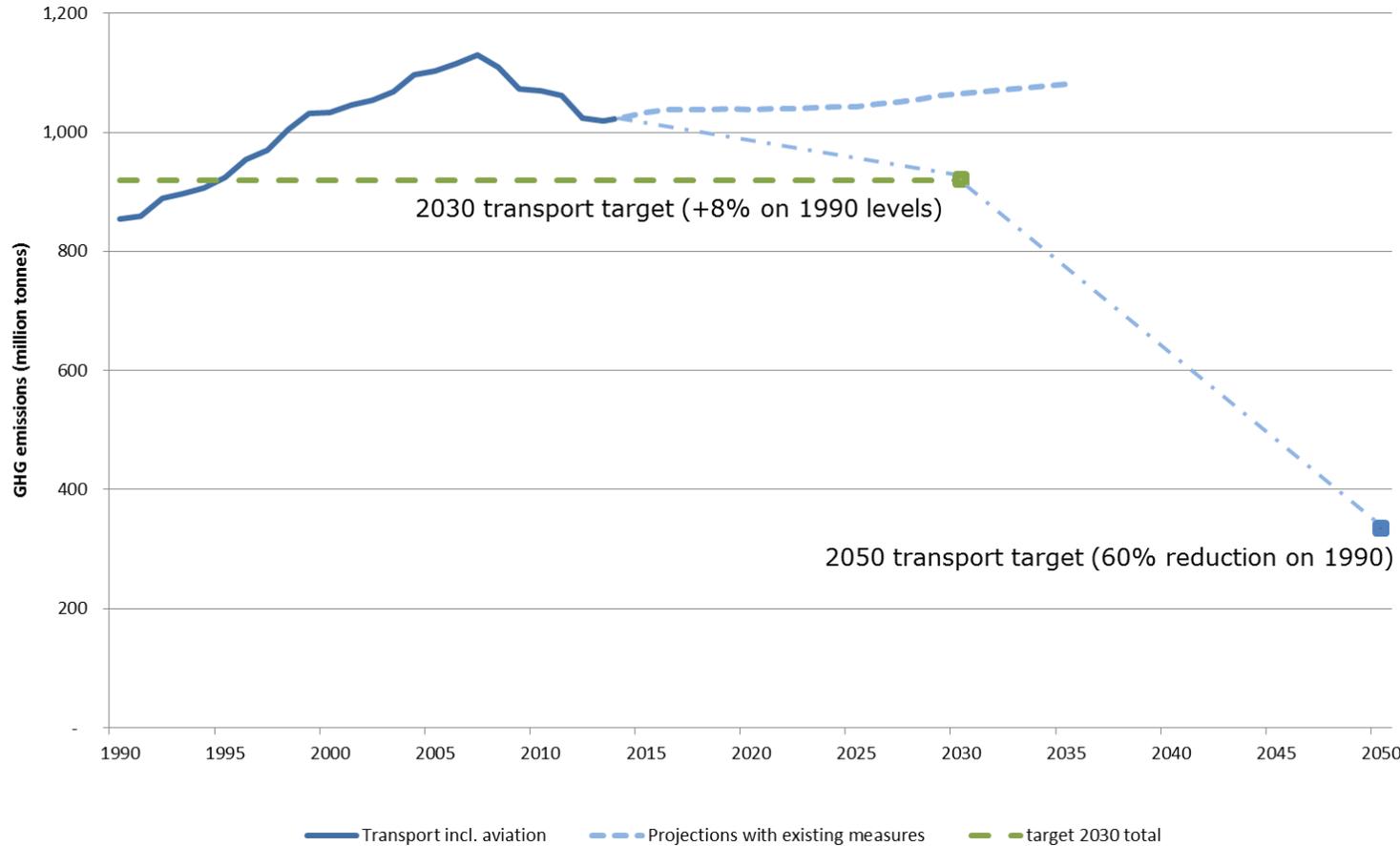
The **scale of needed change** necessitates system innovation

Improvement in environmental efficiency



Source: UNEP

# The challenge is particularly obvious for transport

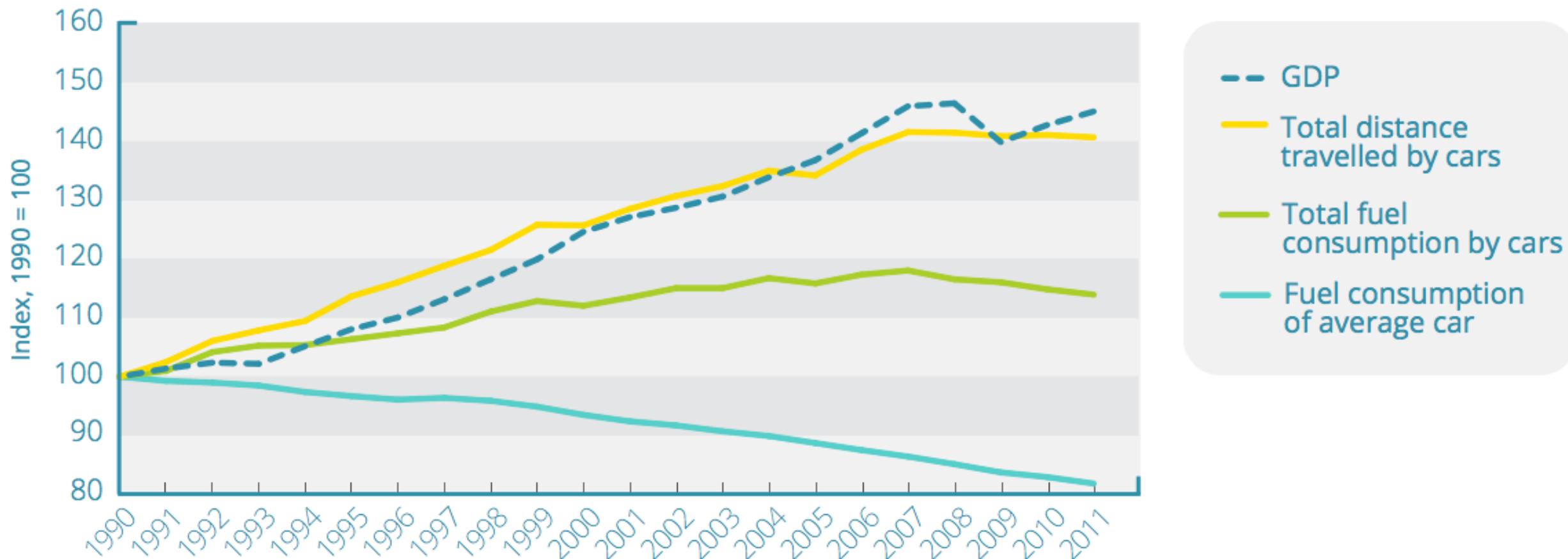


Transport GHG emissions fell between 2008 and 2013, but rose in 2014.

They will have to fall by 67% by 2050 to meet the EU's 60% target

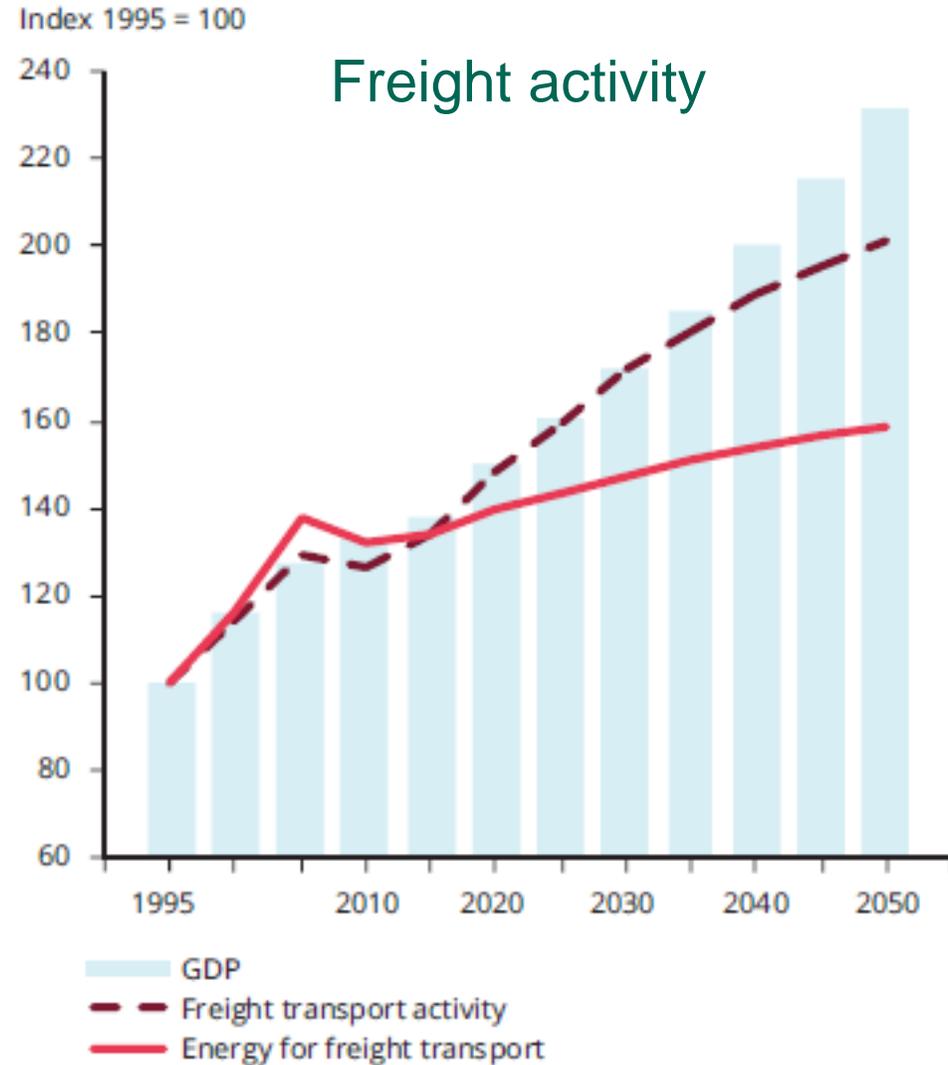
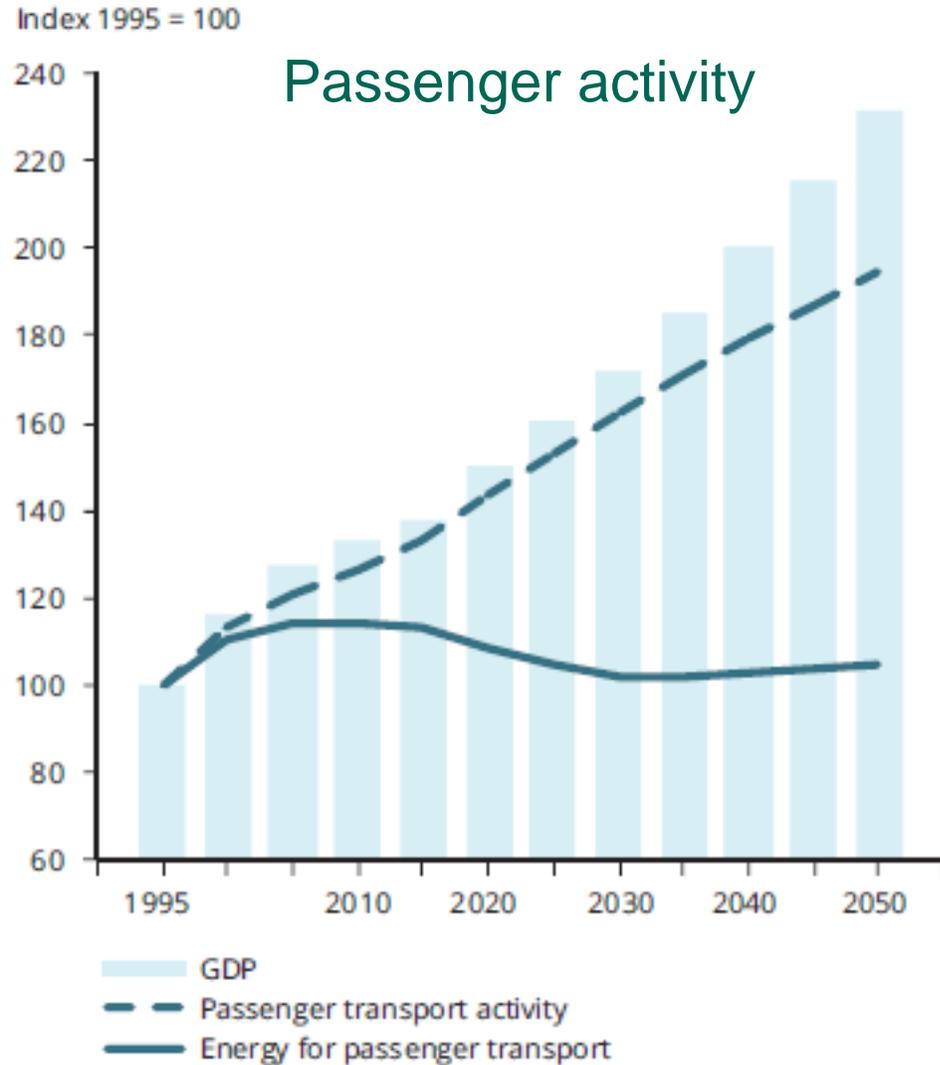
But projections with existing measures point to an increase

# Efficiency gains haven't been sufficient in the past



Source: Odyssee database (Enerdata, 2014) and EC, 2014

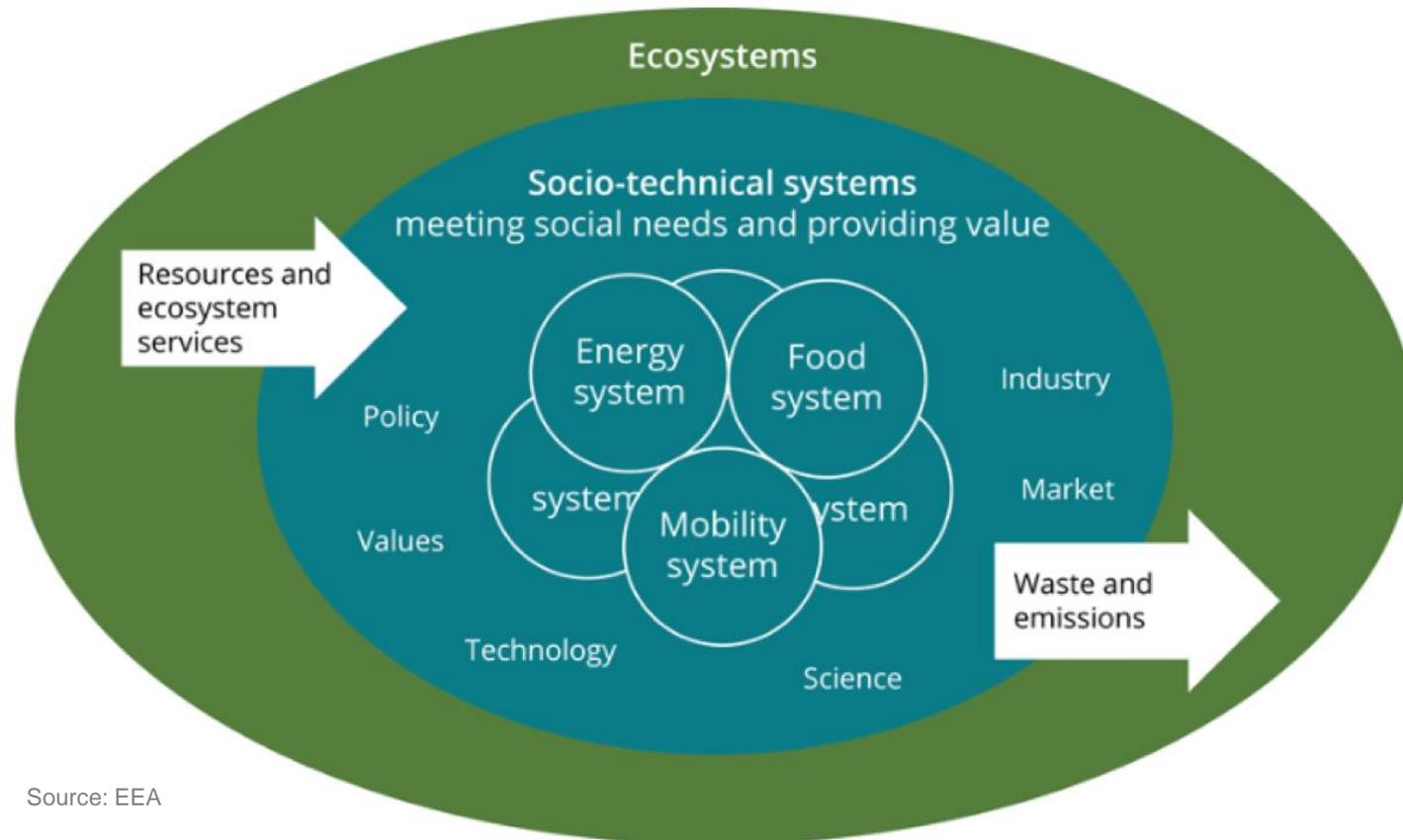
# And efficiency gains won't be sufficient in the future



Source: European Commission Reference Scenario 2016

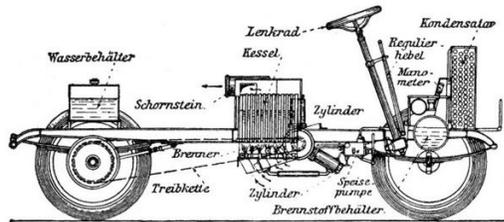
# Systemic challenges require systemic solutions

Second, because the **co-evolution** and **interdependence** of technological and societal systems creates **lock-ins, feedbacks and trade-offs**, implying the need for a systemic perspective.



Source: EEA

# Understanding the socio-technical perspective



1. Dampfautomobil (Altmann).



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over city streets or country roads.  
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The above letter is respectfully submitted as evidence of the fact that the Fritchle Electric Car is a reliable and practical means of transportation. It is guaranteed to travel 100 miles on the single charge - over city streets or country roads. It is now ready for close 1000 Agencies. Write for our literature.

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Write for our literature.

**THE FRITCHLE AUTOMOBILE & BATTERY COMPANY**  
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- Technology researchers emphasise the idea of the **‘dominant design’**: one design gets an initial advantage and becomes very hard to displace
- E.g. the petrol powered internal combustion engine
- Once dominant design is established, innovation shifts from **products to processes** – from **radical to incremental** improvements

# Business incentives entrench the dominant design

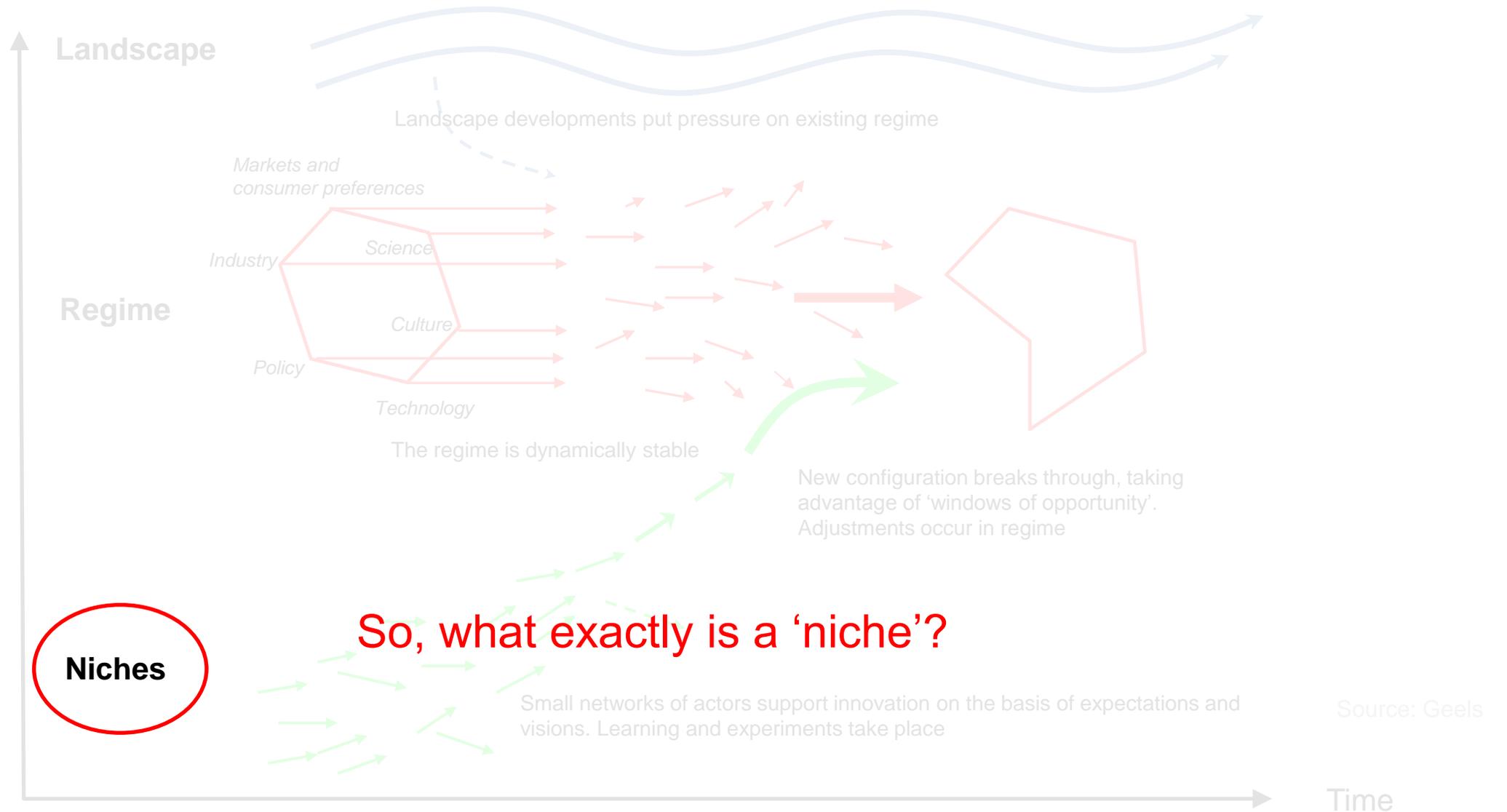
- Industries **consolidate**, make large and irreversible **investments** in plant, and **restructure** themselves, develop **knowledge** and skills around the dominant design.
- Most business **investment** is financed from recycled revenues and profits, favouring incumbent production.
- **Industry networks** form producing inputs or complementary infrastructure (some long lasting).
- **Government standards** provide coordination (removing uncertainty) but lock in aspects of the dominant design. Altering **taxes and subsidies** creates winners and losers.

# Social systems further entrench the dominant design

- **Private institutions** emerge reinforcing lock-in: technical schools, professional bodies, workers unions, user associations
- **Social practices** co-evolve as technologies become an integral part of daily life. E.g. residence, work habits, leisure, media, culture.
- This is why they're called '**socio-technical systems**'.
- A huge range of incentives favour incremental improvements to the existing system. So **how can societies overcome these lock-ins and enable systemic change?**

# Innovative outsiders hold the key to reconfiguring systems

## The multi-level perspective on transitions



# A niche is a small protected space



# A niche is a small protected space



# A niche is a small protected space



# How and where do niches emerge?



A niche is often defined **as a space protected from the dominant regime**, affording innovators opportunities to implement and experiment with new technologies, processes or social practices.

Niches can arise:

- **Spontaneously** via local heterogeneity (e.g. environment, culture)
- Due to **civil society** actions (labelling schemes, etc.)
- Within **businesses** (Xerox PARC, AT&T Bell Labs, Google, etc.)
- As a result of **policy** (e.g. tax exemptions, grants, investments)



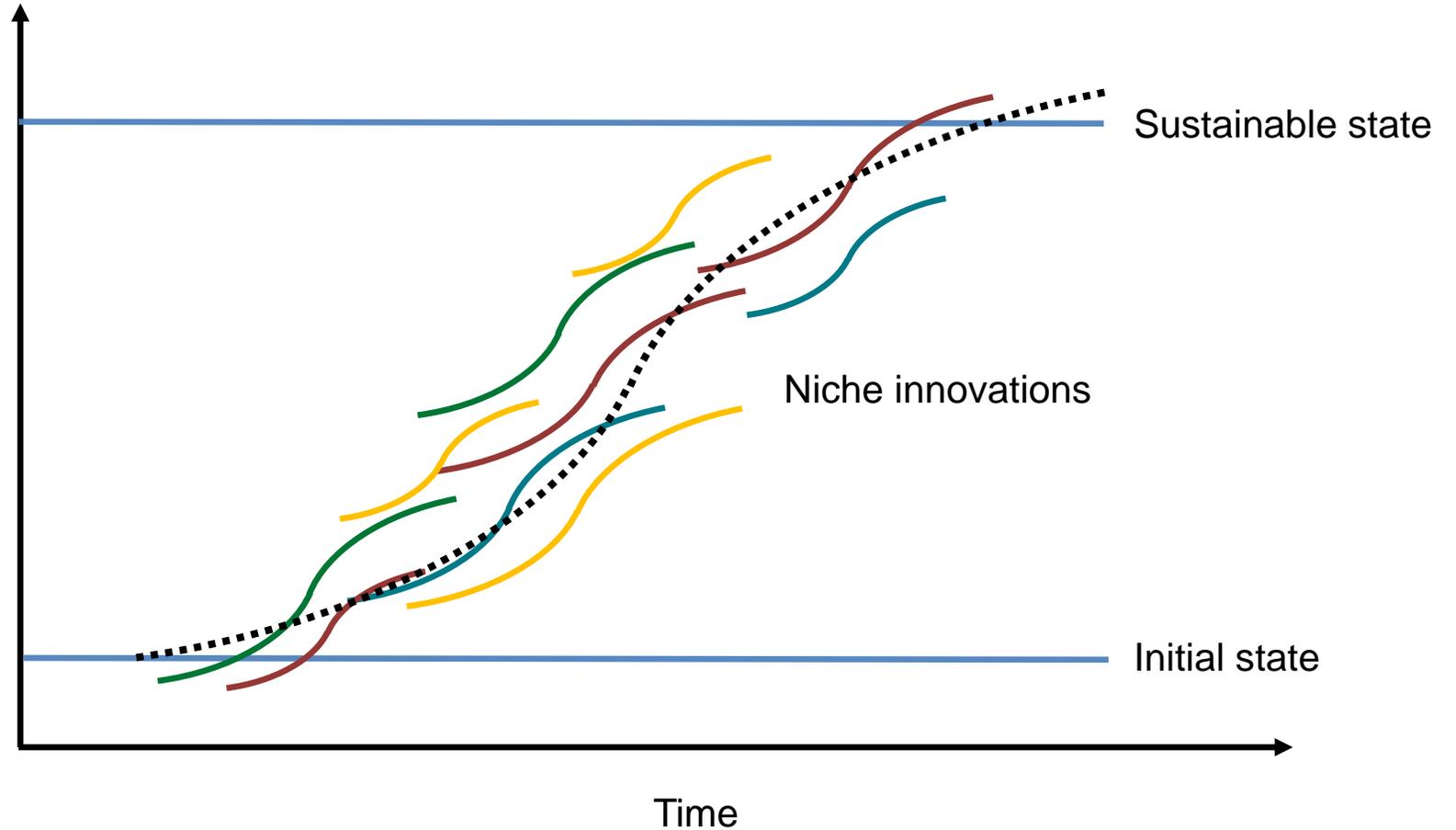
# Systemic change involve multiple innovations



# UBER



Environmental performance

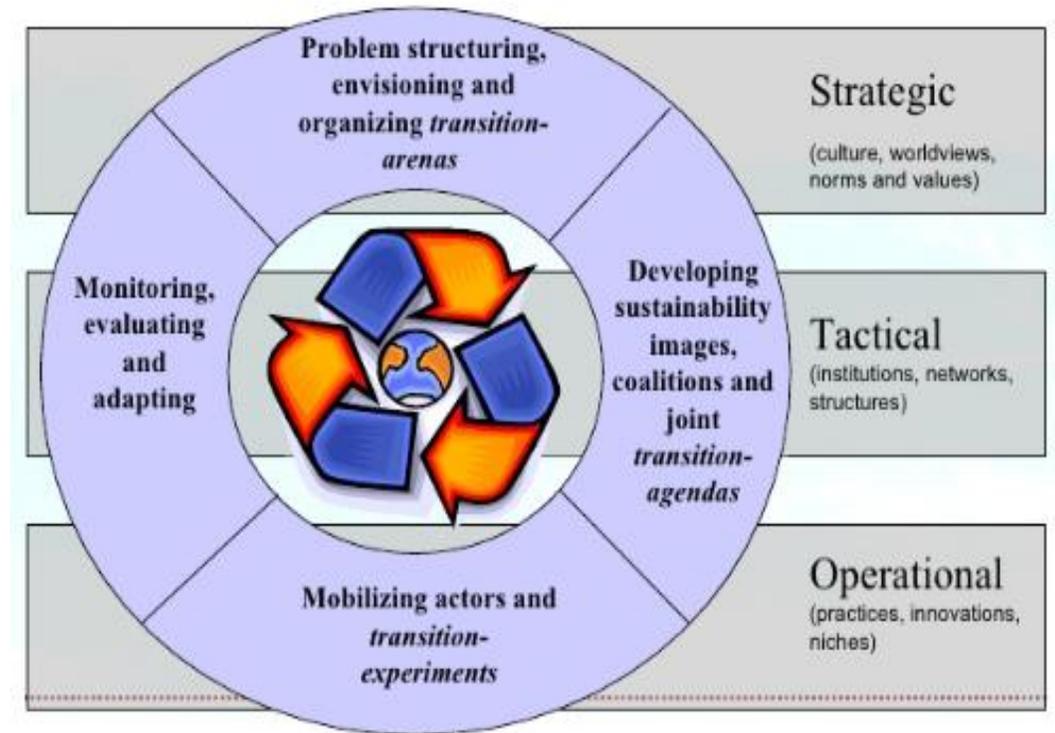


Source: Loorbach

# Transitions are complex, uncertain, emergent processes

Transitions can't be managed in a top-down way. Approaches for governing socio-technical transitions therefore emphasise:

- **Experimenting and learning** aimed at aligning the technical and the social
- **Iterative, adaptive, participatory processes** of visioning, agenda building, experimentation and evaluation

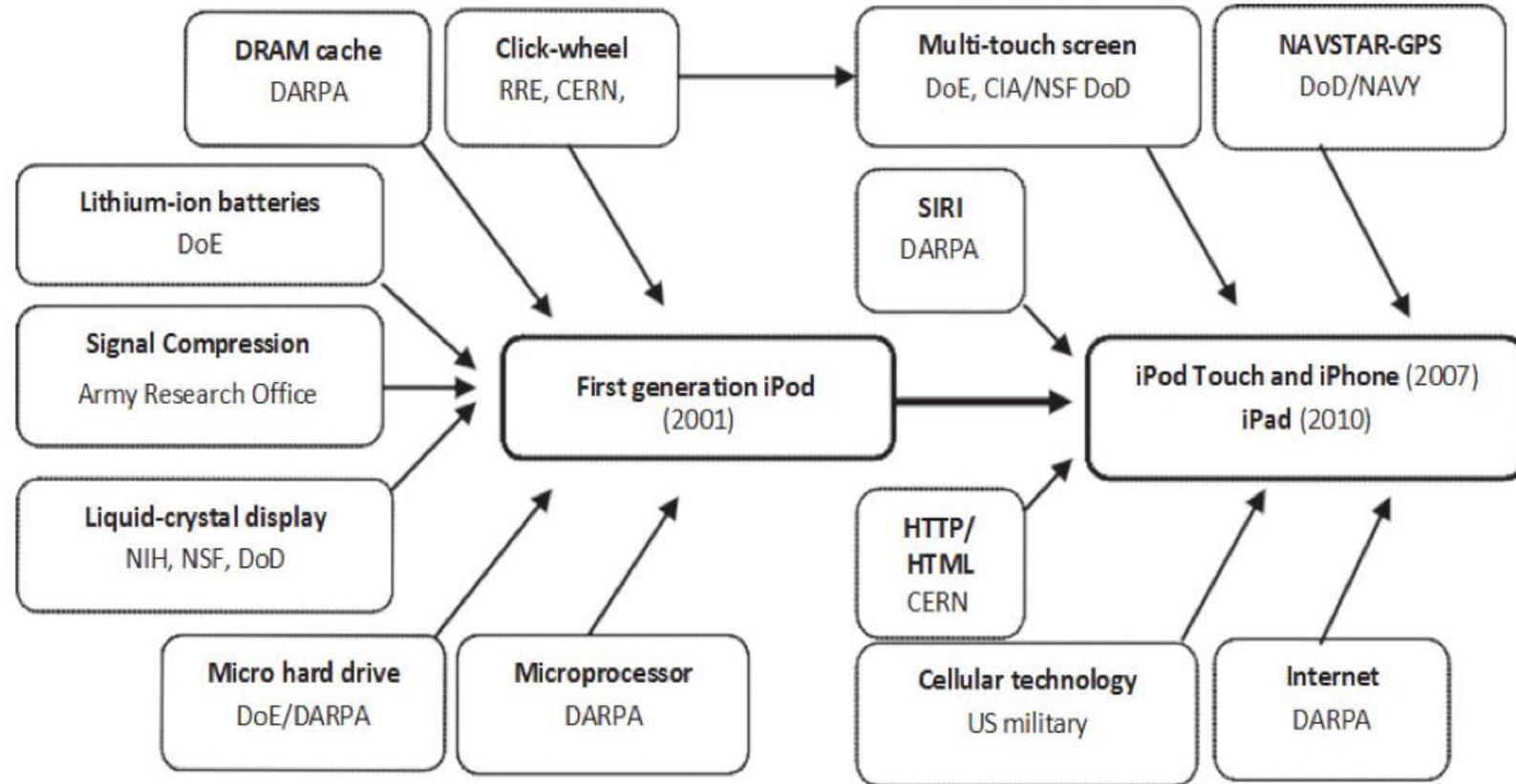


# The socio-technical framework is just one approach

## Socio-economic transformations

- **Addressing the socio-economic paradigm:** Polanyi and *The Great Transformation*: marketisation of society, impacts on human nature and values (consumerism, materialism).
- Social innovations aimed at creating alternative economies can enable a shift to sustainable lifestyles?
- **Addressing socio-economic sub-systems:** socially undesirable outcomes in finance, tax, welfare, labour, trade systems due to incentives, power, market failure
- Mixture of mainstream and innovative responses

# Questioning the idea of market forces as the key driver of innovation



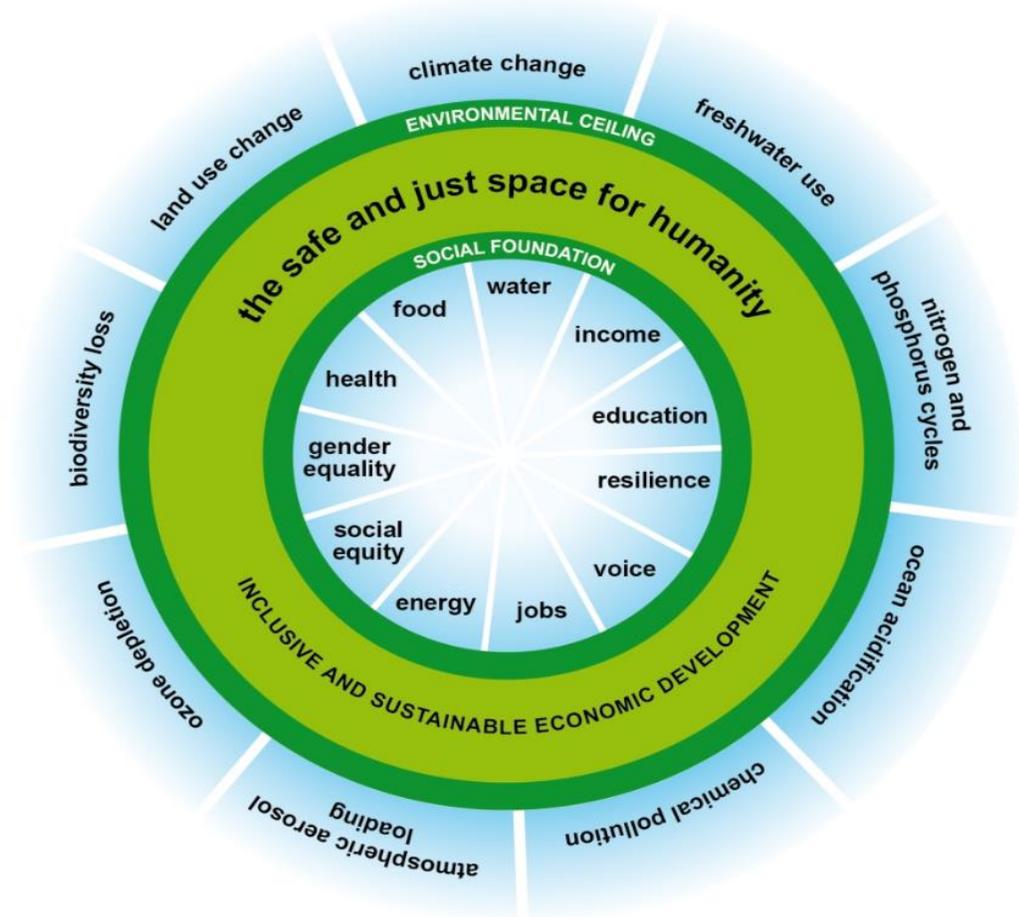
Source: Mazzucato

# Socio-ecological transformations

Starting point in

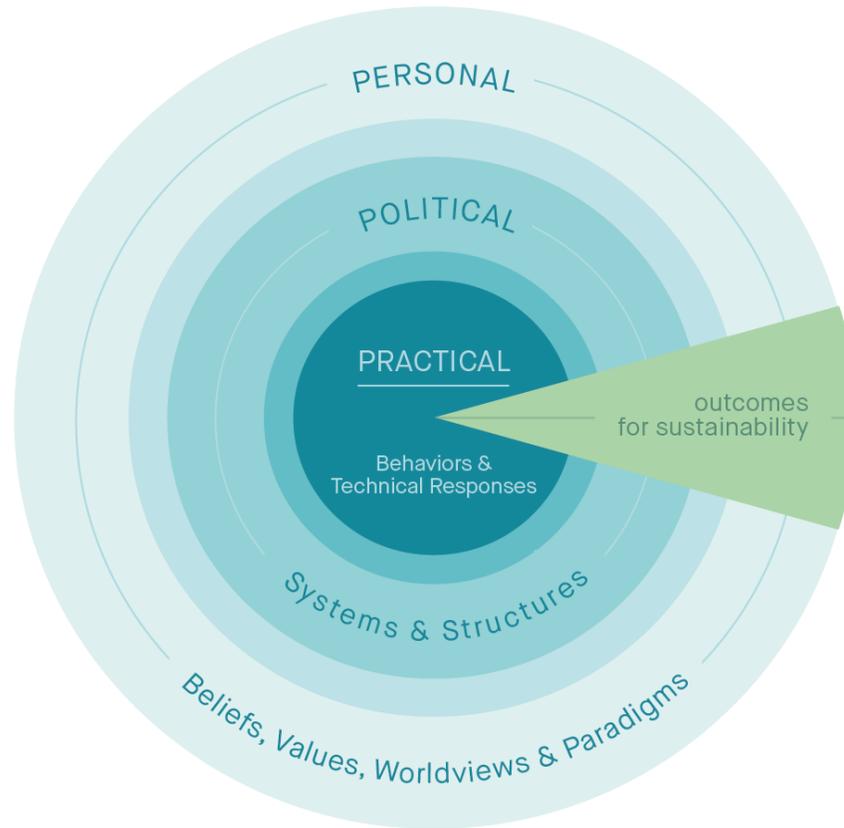
- global environmental change research (ecosystem resilience, planetary boundaries)
- nature-society interlinkages (the Anthropocene)

Focus on food and land use leads to emphasis on **social innovation**, with implications for dynamics of change (scaling up, out, deep, etc).



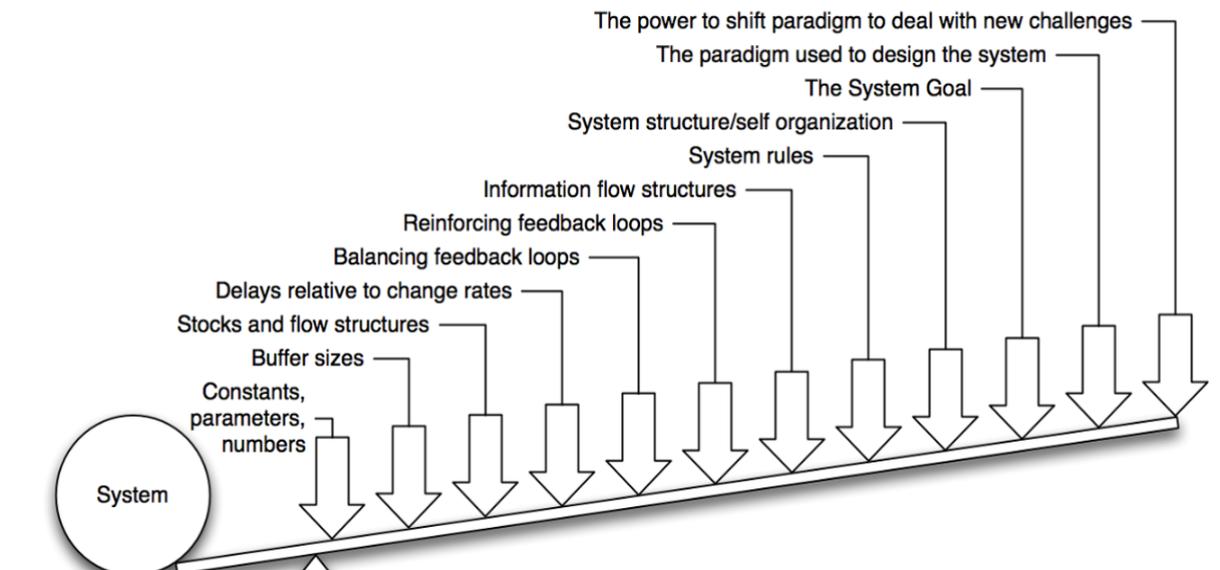
Source: Raworth

# Leverage points for system change



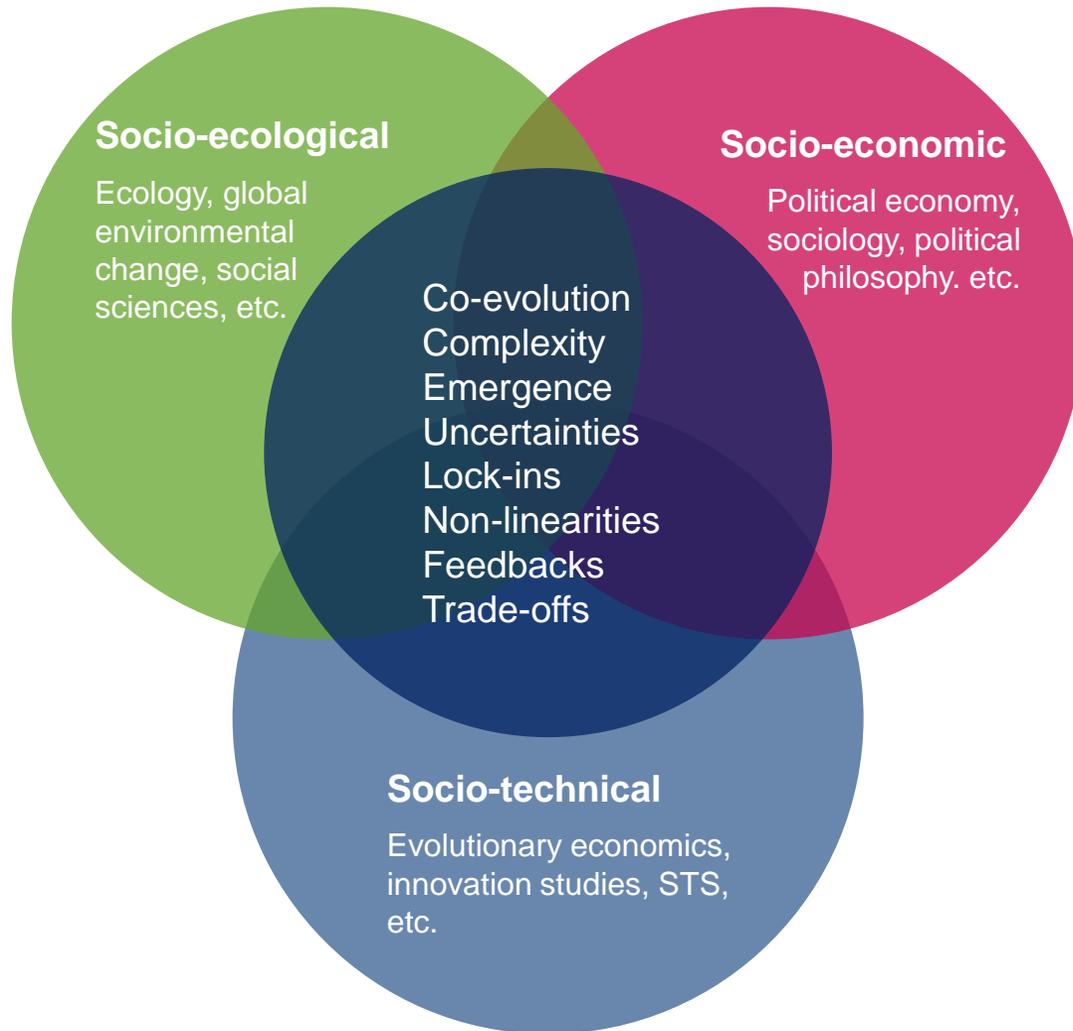
Source: O'Brien and Sygna

- Transformative activities can be organised into three spheres
- Transitions can seldom happen without transformations in beliefs and values.



Source: Meadows

# Three analytical perspectives on systems

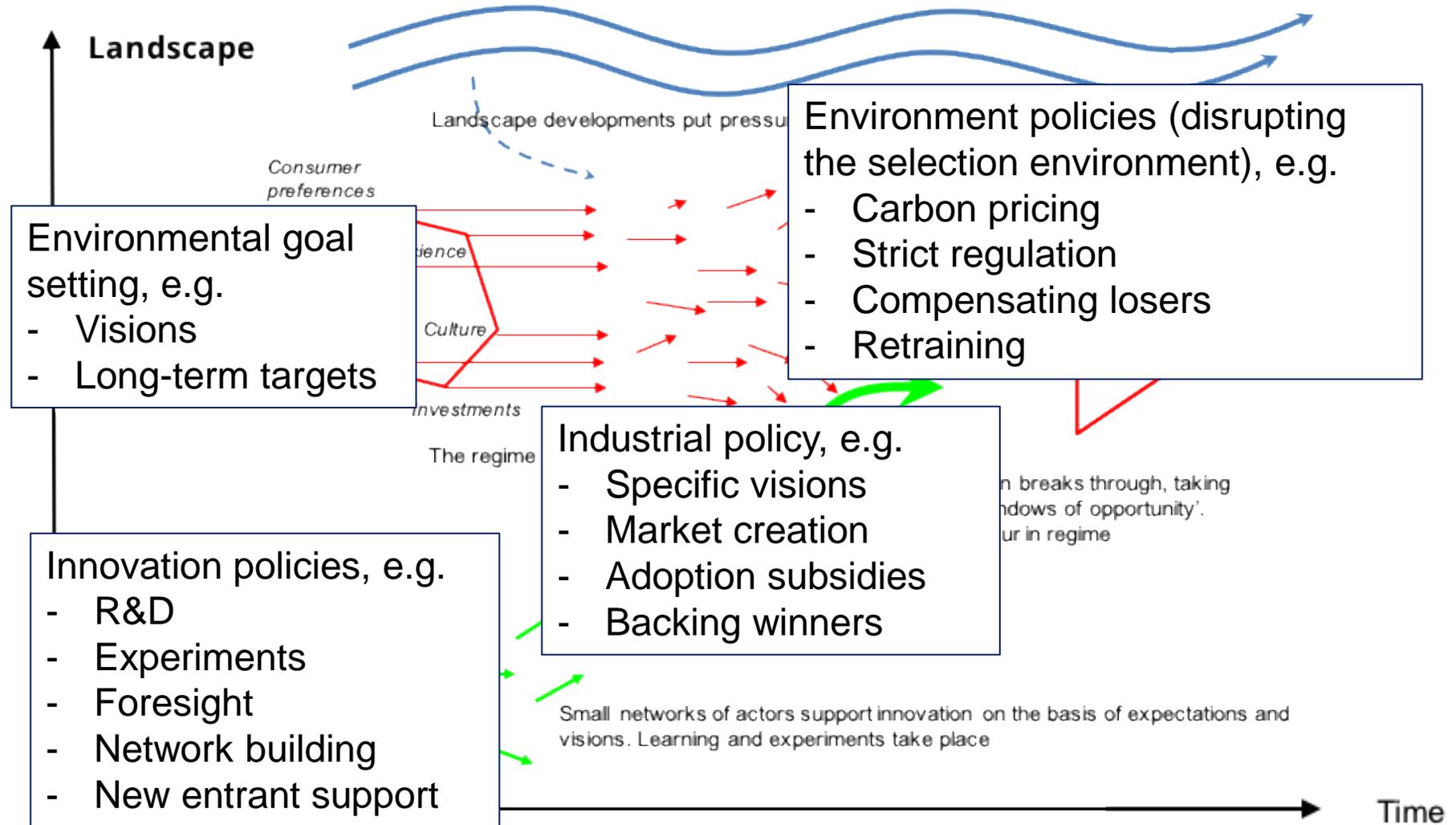


Contrasting disciplinary roots and systemic focuses but co-evolution produces many **shared characteristics**

Source: based on Loorbach

# What does it mean for governments?

Looking beyond environmental policy tools to complex policy mixes



Source: Geels

# TERM 2016 points to diverse opportunities and co-benefits

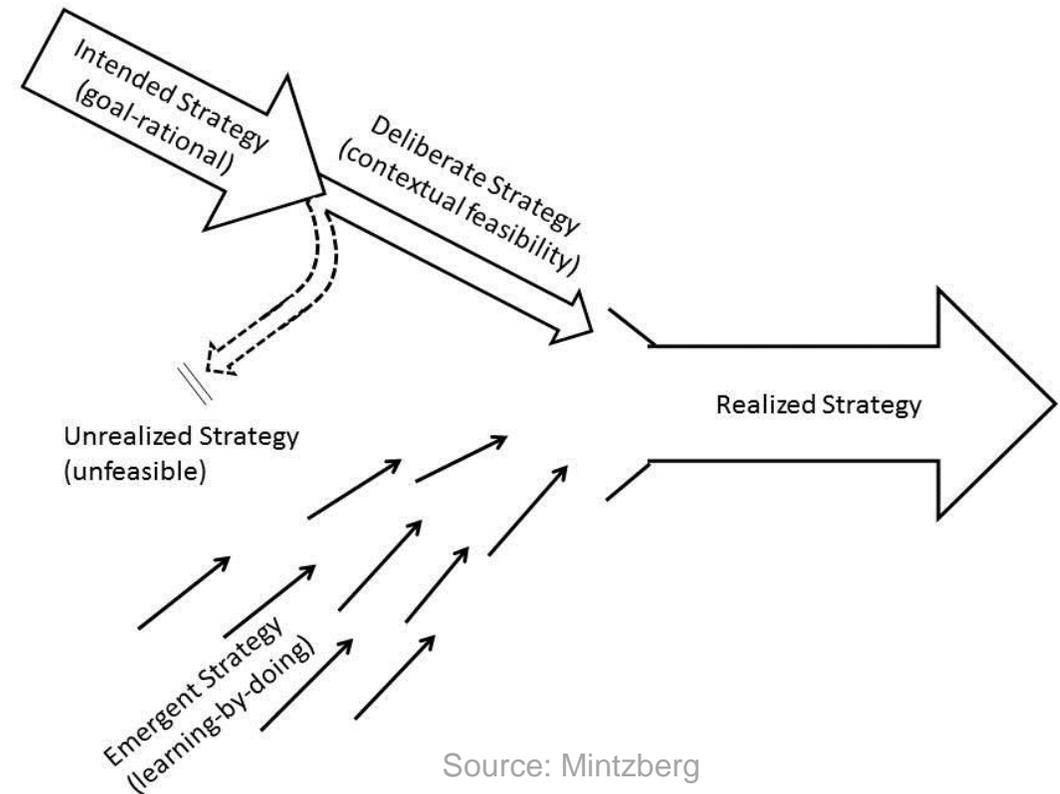


Image © EEA

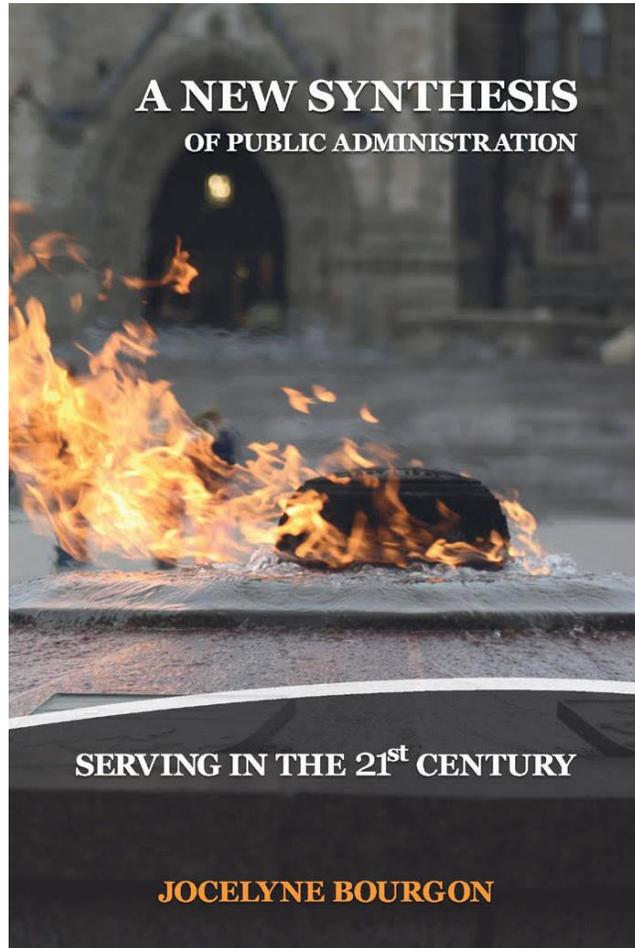
- Changes in behaviour and preferences, specially in cities and younger generations.
- Awareness of air quality problems and willingness to change policies
- Non-motorised modes improve urban quality (air, noise)
- Varied forms of shared and automated mobility
- High speed train links and new freight corridors
- But how these play out in practice is uncertain (e.g. electric bikes, shared mobility)

# Knowledge development, networks and learning

- Breaking down silos across government and across scales
- Enabling local experimentation (including in policy)
- Fostering networks for information exchange, learning (e.g. HINKU)
- Promoting transdisciplinarity and co-creation of knowledge
- Monitoring, foresight, modelling, social sciences, action research, etc. all provide insights



# Public administration for the 21<sup>st</sup> century?



*'The best insight about emergent phenomena may not rest with government. ... Enabled in part by modern technologies, citizens and other actors can devise innovative solutions to public issues.'*

*Governments need to leverage the power of others. The knowledge, capabilities and loci of action are broadly dispersed.'*

Can we create institutions and networks that can enable societies to achieve sustainability transitions?

