

Sustainable Transport in the 21st Century

Stakeholder Dialogue

Paris, France 8 June 2001

BACKGROUND. The Shell Foundation¹ has established a “Centre for Sustainable Transportation, Energy, and Environment”. The Goal of this Centre is acceleration of implementation of policies and technologies that make transportation more environmentally sustainable, improved analysis of present trends as a means towards this goal, and assistance for capacity building of analytical capabilities, principally in developing regions of the World. A core grant of between USD 750K and USD 1500K for a minimum period of five years has been committed and a Centre leader identified. A good part of these resources will flow to partner cities and projects, primarily in Developing countries. This Workshop has been convened to discuss key elements of the proposed activities of the Centre, allowing interested persons and institutions to comment on the thoughts underlying the creation of this Centre and its directions. The Paris Workshop will also build on the results of the previous Washington DC workshop, whose summary will be distributed and made available on the Shell Foundation Web site. After workshops have been held in Washington DC and Paris, a dialogue will be opened up on the Foundation’s Website.

DETAILS OF THE PARIS WORKSHOP 8 June 2001²

The Shell Foundation Workshop will be held from 9 **AM** June 8 at the International Energy Agency, 9 rue de la Federation, Paris 15, Metro Bir Hakiem, RER-C “Champs de Mars”. (The IEA is in the back of the Australian Embassy, whose flag can be seen easily.) Thirty five attendees are expected from the motor vehicle industry, government agencies, international agencies, academia, Foundations, and non-governmental organisations. Lunch, coffee, and wine and beer at the end of the day will be provided. A dinner (**7.30 PM**) with cocktails has been arranged for 7 June at Restaurant Ribe, 15 Avenue de Suffren, Paris 7 (right behind the IEA). A number of hotels have been reserved in the area and you will be given a map showing all of the locations, etc.

The format of the Workshop is discussion – no presentations from invitees are expected. All participants will have been provided with a discussion paper setting out the goals of the new Centre. The Workshop has been arranged to discuss the central questions raised in that paper. The principal organisation of the workshop will be by question, although issues related to the interaction of these questions will surface as well. The times given below are approximate, but also indicate where breaks will occur. It is expected participants will stay for the entire day. Lee Schipper will lead the discussion except where noted.

- **0900: Introduction to the Shell Foundation.** Kurt Hoffman, Deputy Director.
- **Sustainable Transportation.** *What is Sustainable Transport? Do the four elements of sustainable transport (economy, environment, equity, and the umbrella of governance) as outlined in the Background Paper fit together? How well a match must there be among efforts addressed at all these elements for real progress to occur? Which elements of sustainable transport could this Centre focus on?*
- **The Overall Goals of the Shell Foundation and the Concept of the Centre :** *The Foundation and the Centre seek to build capacity, support observation and analysis, reinforce lesson learning, actual development of infrastructure, brokering of other support or expertise, umpiring tough uncertainties, linking efforts among other sponsors. etc. Are the goals and approach too broad or too narrow. What is missing? What could be omitted? Is the proposed decentralised structure, which will fully fund one or more*

¹ Further details on the Shell Foundation can be found at [www:Shellfoundation.org](http://www.Shellfoundation.org) and through contacting Kurt Hoffman, Deputy Director, Shell Foundation, Shell Centre, London SE1; Tel: 44 – (0)207 934 – 4992;

² A preliminary meeting concerning the IEA clean bus project will be held on 7 June at the IEA for a small number of those also attending the Shell Foundation Workshop. For details contact Lee Schipper at ljschipper@lbl.gov, phone 33 1 40576714.

analysts in selected cities, useful and workable. Should there be more emphasis on projects, on evaluation, on building local competence, on conferences and meetings, etc? Is there any strong feeling as to where the Centre itself should be located or which cities the centre should work with?

- **Data and Analysis (after coffee break):** A key element of the Centre's work will be analysis, built in part around the **ASIF** formulation discussed in the paper. Which elements of **ASIF** should this effort focus on, i.e., **A** and **S** through land use, modal shifting, long-range planning, or **I** and **F** through technology development, standards on vehicle and fuels private sector experiments with vehicles, etc.? How well do the components of **ASIF** need to be known and monitored for success with technologies and policies? How much effort is worth expending to improve data and observations? What are the most important indicators to develop to measure the depth of problems, the promise of solutions, and the degree of success?
- **City Partners.** Considerable emphasis in this effort will go towards supporting partner cities. What criteria should be used to choose cities: Size, past performance, future plans? Should the Centre help cities develop fundamental long-range views or focus on individual problems and opportunities? Should the Centre bring in consultants to solve short-term problems or train local experts to manage long term analyses on their own? Should local experts be brought to the "Centre" to gain international experience?
- **14.00 (after buffet lunch. Elements of Interventions and Solutions):** What is the best mode for intervention fostered by the Centre: technological experiments or policy trials? What kinds of support could the Centre provide (capacity building, experiments, evaluation, long-term support for experts working in partner cities, etc.)? In general, which are the kinds of institutions the Centre should support: local governments, national governments, NGOs, multi- and bi-lateral lenders, or? Where do private companies fit in? How can the Centre best work with these actors? How do technologies, short-term behavioural change, economic forces, and urban planning fit together as elements of solutions to the problems of urban transport? Which parts should this effort focus on?
- **Governance:** How can governance be harnessed to provide better solutions to tomorrow's problems? That is, how do public (i.e., local and national government, international organisations, lenders, and NGOs) and private-sector roles blend for sustainable transportation? What contribution can this Centre make to improved governance in transportation.
- **3.30PM (after Break) Linking to Other Efforts.** What are some of the key national, bi-lateral, and international efforts in sustainable transportation today? How should the Centre best liaise with these other local efforts. Should a virtual effort be launched?
- **Summary:** Is the proposed Programme too ambitious, or too limited? Are there serious omissions? What recommendations would you make for changes? How should the Centre and its partners communicate results to others?
- **1700. Beer, Wine and Cheese Roundup.** After the formal discussions have ended, those who remain are welcome to join us for a final hour of informal talks. A no-host dinner will be arranged at a local restaurant.