

Local Government and Innovation for Sustainable Mobility

Empirical Analysis from Japan and Europe

December 5th 2018

EHESS, 54 Boulevard Raspail, 75006 Paris

10:00 - 12:00, Room AS1_23

13:00 - 16:00, Room AS1_08

The aim of the workshop is to analyse the role and means of the Local Governments for development and implementation of innovative mobility means (IMM). One can realize sustainable transport by IMM like a ridesharing service, autonomous mini-bus and so on. There are many good practices of IMM by Local Governments in Europe and Japan. In this workshop, the panellist include not only academic researcher but also person of Local Governments and Innovators Company. Questions that are to be addressed include: What are Roles of Local Governments? How does Local Governments implement policies? What is optimal relation between Local Governments and Innovators? Also, including “Role of researchers for Local Sustainable Transport”, we discuss about deferent of role of researchers between France and Japan.

Program

10:00 - Opening Address

Sebastien Lechevalier (EHESS-FFJ)

10:10 - Role and Means of Local Governments for Mobility Innovation: Academic Perspective and the Frontier of Local Transport

Soichiro Minami (EHESS-FFJ, CEAFJP/Valeo Fellow)

11:10 - Social Acceptance of “New Mobility Innovation” : From Social and Technological Perspective

Hidetada Higashi (Yamanashi Gakuin University)

12:00 - Lunch Break

13:00 - The Role of Local Authorities in the Emergence of Innovations in the Fields of Transport and Mobility

Bruno Faivre d’Arcier (Lyon 2 University)

13:50 - Innovation in Public Transport: A History-based Address of Three Governance Models

Arnaud Passalacqua (Université Paris Diderot)

14:40 - Coffee Break

14:55 - Frontier of Connectivity and Human Intervention in Mobility Service Sector: How the Human Role and Responsibilities Are Redefined through the Introduction of Connectivity Technologies?

Haruki Sawamura (Ecole polytechnique)

15:45 - Closing Session

List of Speakers and Communications



Bruno Faivre d'Arcier

Bruno Faivre d'Arcier is Emeritus Professor in City Planning and Transport Studies at the Faculty of Economics and Management of the University of Lyon (Lyon 2) and is researcher at the Transport Urban Planning Economics Laboratory (LAET) of the University of Lyon, France. Engineer and economist, he started his career at the National Institute of Transport Research (Ministry of Transport), before joining the University in 1999 where he was the co-director of a Master degree diploma on Urban and Regional Passenger Transport Studies.

His research activity focuses mainly on local transport and mobility policies covering several approaches: assessment of public policies (Sustainable Urban Mobility Plans) and transport investments (Cost Benefit Analysis; Public Private Partnership);

improvement of PT funding; analysis of PT service performance; analysis of new mobility practices, such as electro-mobility, bike-sharing and carsharing.

The Role of Local Authorities in the Emergence of Innovations in the Fields of Transport and Mobility

In the context of sustainable development, local authorities can play a key role for encouraging inhabitants to change their travel behavior. Benefiting from several planning tools cities try to design alternative modes of transport, in order to reduce inhabitants' car dependency. This means important changes inside the technical and managerial staff of cities. Only main cities have enough technical and fiscal capacities to promote new mobility services. Taking the case of Grand Lyon Metropole, this presentation discusses the stakes and the difficulties local authorities are facing to facilitate a more sustainable mobility.



Hidetada Higashi

Hidetada Higashi is an Associate Professor, Associate Chair at the Department of Business, and Co-Director of the Research Institute of Management Studies (RIMS), Yamanashi Gakuin University. He was Visiting Researcher at FFJ as the 2016 CEAJFP/Valeo Fellow. His recent research focuses on the patterns of new product development process and organization of automotive companies and production system of agricultural industry.

Social Acceptance of “New Mobility Innovation” : From Social and Technological Perspective

Prior research on Mobility in the domain of MOT focused into “Cars as goods” and the productivity of innovation on Dominant design. Nevertheless, the “New Mobility Innovation” such as Autonomous vehicle, Ridesharing, and carsharing are beyond from the boundary of product. They are not just a goods, but rather a system highly interacting with society and users. Using the case of Japan and Europe, the presenter will introduce the potential of interdisciplinary research to introduce the integrated view of technology, firm, user, and public aspects.



Soichiro Minami

Minami Soichiro is an Assistant professor at Graduate School of Economics, Kyoto University (until March 2018). His specialty is Public Finance, Environmental Economics and Transportation policy. He has published extensively research articles in interdisciplinary journals on issues related to sustainable transportation.

Role and Means of Local Governments for Mobility Innovation:

Academic Perspective and the Frontier of Local Transport

There are many good practice of innovation for sustainable mobility by local governments all over the world. Recently local governments have played important role for sustainable mobility innovation. But this viewpoint has not been discussed in academic field about transportation. I focus on the role and policy means of Local Transport to establish Comprehensive Local Transport Plan that defines investment to infrastructure and service level of public transport or regulation of car traffic and parking, of demonstration experience of innovation mobility means and of decision making in that region. I analyze some case studies European and Japan. I propose perspective of transportation policy science (Transportation Economics, civil engineering and Public Finance) and viewpoint of integration with discipline about mobility innovation.



Arnaud Passalacqua

Arnaud Passalacqua is Associate Professor in History (Paris Diderot University). His research focuses on urban mobility in the industrial cities conceived as a historical phenomenon, in Europe in general and especially in the twentieth century Paris. The main concepts on which he bases his work are those of public space and interaction between mobility systems. But he addresses other topics such as energy. With these tools he tries to shed light on the theme of mobility history with a peculiar attention to social and cultural elements conceived as key factors for understanding the technical objects and mobility infrastructures.

Innovation in Public Transport: A History-based Address of Three Governance Models

This paper will address three types of configuration between operators, central and local governments in the field of urban mobility, with a specific glimpse on innovation. It will be based on three historical examples : the Parisian bus and tram networks in the Interwar Period, the RER network completion during the 1970s and the first long-lasting bike sharing system ever implemented in the world (La Rochelle, 1976).



Haruki Sawamura

Haruki Sawamura is a Doctoral candidate at Ecole polytechnique (France) Interdisciplinary Institute for Innovation, Management Research Center (Centre de la Recherche en Gestion: CRG). His research topic is the Diffusion of Electric Vehicles (EVs) in Indian cities. He is working with a French automobile OEM and with a mobility service provider using EVs in Indian cities. His research focuses particularly on Business model innovation, Innovation ecosystem and Dynamic capability. He got his Masters from the Department of Technology Management for Innovation (TMI), School of engineering, University of Tokyo and a Bachelor from the Department of Applied physics, School of Advanced Science and Engineering, Waseda University.

Frontier of Connectivity and Human Intervention in Mobility Service Sector: How the Human Role and Responsibilities Are Redefined through the Introduction of Connectivity Technologies?

The diffusion of “Connectivity Technologies” (CTs) such as sensing, computing and telecommunicating facilitates the deployment of further (semi-)automated consumer products and services. The integration of CTs into a product can either 1) increase what people can do or 2) reduce what people need to do. What can be the results of these changes? How the human role and responsibilities are being redefined?