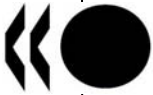


For Official Use

SG/SD/RT/A(2004)3



Organisation de Coopération et de Développement Economiques
Organisation for Economic Co-operation and Development

English - Or. English

GENERAL SECRETARIAT

SG/SD/RT/A(2004)3
For Official Use

Round Table on Sustainable Development

SUSTAINABLE MOBILITY

ANNOTATED AGENDA

Thursday, 23 September 2004
World Bank, Paris

For further information please contact Joanna Ellis, Principal Adviser, Round Table on Sustainable Development, tel: +33 1 45 24 14 57; fax: +33 1 45 24 84 08; email: joanna.ellis@oecd.org or Anne Marie Fitzpatrick, tel +33 1 45 24 80 32

English - Or. English

Document complet disponible sur OLIS dans son format d'origine
Complete document available on OLIS in its original format

ROUND TABLE ON SUSTAINABLE DEVELOPMENT

SUSTAINABLE MOBILITY - ANNOTATED AGENDA

09h30: Meeting starts

- Introductory comments by Dr George Eads, Charles Rivers Associates, Washington, and consultant to the Mobility Project

- Discussion (see attached issues sheet)

- Future Initiatives

13h30: luncheon

Please note: At the Chair's discretion, there will be a fifteen-minute break for refreshments during the morning session. A buffet luncheon will be served at the conclusion of the meeting.

ROUND TABLE ON SUSTAINABLE DEVELOPMENT

SUSTAINABLE MOBILITY

Issues for discussion:

The meeting provides an opportunity for participants to range over the full extent of the *Mobility 2030* report. Some key issues which may provide a focus for the discussion follow:

- Given that some challenges (like conventional pollutants of concern to public health and improved road safety) are basically deemed to be soluble by the report, what needs to be done – and by whom – to ensure that these goals are actually achieved by 2030?
- Given the high degree of uncertainty surrounding low to zero carbon fuels, is it possible to bring their availability forward and if so, what specific steps need to be taken and by whom?
- What needs to be done to ensure that the prospect of advanced propulsion technologies isn't used as an excuse to leave low cost improvements in vehicle efficiency unimplemented; conversely, what needs to be done to ensure that we do not consume so much energy arguing over the rate of incremental improvements that major, long-term alternatives aren't explored?
- How much progress should be sought from the transport sector to reduce its greenhouse gas emissions in the short to medium-term when less costly gains seem available in other sectors (such as electricity generation)?
- What can be done to reverse the trend towards heavier vehicles?
- Can car companies influence consumers to make environmentally-friendly purchase decisions or are they powerless in the face of social and cultural values formed beyond the reach of advertising?
- Can policies and regulations governing land use make any useful contribution to making mobility systems more sustainable?
- Is the rate of motorization projected in developing countries with rising living standards a foregone conclusion? Given the path dependency implied by various transport options, what policy options are available to influence the rate and character of that motorization?
- How can regulators promote demanding, long-term environmental standards while at the same time providing manufacturers with the certainty needed to support long-term investment plans?
- How can other transport sectors (such as aviation) be encouraged to take action?