Networked Urban Mobilities: Special session: Energy transition and e-mobility: a chance for convergence?

Based on innovation theory the case of electric mobility in networked urban environments leads to the hypothesis of converging and intertwining two sociotechnical transitions: the transition towards renewable energy systems and the
transition from combustion engine based transportation to electric vehicle systems. In this innovation context a question arises: what is the impact of regime convergence in the innovation process? Comparative international case studies can help to deepen this aspect. Both chances and obstacles should come into focus of the session. The e-mobility hype seems to be over. But the energy transition from fossil resources to renewable energies got a huge momentum. Established structures in energy production and consumption erode and boundaries blur. The so called “prosumer” came into the game as a new actor. The more renewable energies will be installed the more storage capacities and demand side management are requested. The question is, whether the mobility sector can develop from an energy consumer to an energy storage component and potentially even become an energy provider. A promising way can be running cars under control of fleet managers as rental cars – especially as carsharing cars as elements of intermodal services. This would have a technical dimension: norms and standardization of technical interfaces and protocols will become more relevant in a networked and decentralized energy world. Access and loading procedures must be user-friendly. This also has a strong social and economic dimension: what are potential businesses cases of “renewable e-mobility” and their acceptance? In the consequence of growing fleet based e-mobility the dominance of private car model starts to crumble.

Practical informations:

The session will be held by Weert Canzler and Andreas Knie, Berlin Social Science Centre (WZB). Please send your abstract of no more than 300 words no later than May 28th to: Dr. Weert Canzler
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mobility hype seems to be over. But the energy transition from fossil resources to renewable energy should be considered carefully.

The more renewable energies will be installed the more storage capacities and demand-side management are requested. The question is, whether the mobility sector can develop from an individual car model to a networked and decentralized energy world. Access and loading procedures must be user-friendly. This also has a strong social and economic dimension: what are potential business cases of "renewable mobility" and their acceptance? In the consequence of growing fleet-based mobility, the dominance of private car model starts to crumble.

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