

“Grenelle de l'environnement” and transports

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Recherches, territoires et habitats
Énergie et climat
Prévention des risques
Développement durable
Infrastructures, transports et mer

**Présent
pour
l'avenir**



Ministère de l'Écologie, de l'Énergie,
du Développement durable et de l'Aménagement du territoire

Data on Transports in France

- **1 million jobs** and **3,7 % of GDP**
(not counting air transport)
- 81% of goods transport is done by road
80% of urban transport is done by road
- **26% of French GHG** and
31% of final energy consumption
- 150 million tons eq. CO2
- 90 % of transport GHG comes from road transport
- Energy is 25% of the cost of road transport

Data on Transports in France

Scenario 2002- 2020 “Business as usual”

- Passengers

- « passenger x kilometres » would increase between [+ 40% , +70%] from 2002 to 2020
- Road contribution to passenger transport: from 80% in 2002 to [75% , 80%] in 2020

- Freight

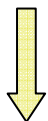
- « tons x kilometres » would increase between [+ 33% , +40%] from 2002 to 2020
- Road contribution to freight transport: from 82% in 2002 to [78% , 82%] in 2020

Data on Transports in France

Scenario 2002- 2025 “Business as usual”

- GHG emissions for inland transports in France
(in million tons CO₂ eq.)

1990	122 Mt	including 109 Mt road trans.
2002	149 Mt	including 130 Mt road trans.
2025	131 to 160 Mt	including 107 à 136 Mt r.t.



+20% from 1990 to 2020

French politics for Sustainable Transports

The main objective is to create sustainable mobility, in order to:

- Protect the environment and the climate
- Allow economic development
- Satisfy social needs

The key to fulfil those objectives is energy efficiency.

The target to 2020 is to reduce by 20% compared to 2005 in order to scale back to 1990 emission levels in transport.

French politics for Sustainable Transports

All means to reach the objective are activated:

- Limit growth of transport needs
Mixed urban development, increased urban density, teleworking
- Develop alternative offers
Collective urban transport, railways, intermodal exchange platforms,
waterway and rail freight, pedestrian and cycling routes
- Change individual behaviours
Eco driving, information about carbon footprint on transport tickets, carpool,
better recognition of pedestrian and bikes on roads
- Create economic regulation
Emission rights, carbon market, taxes
- Improve technology
Energy efficiency, new fuels, logistic systems

Tramway in Paris



Capacity building

Law Grenelle-1

- Creation 1800 km of urban collective transport
Metro, tramwys, bus on segregated lanes (not counting Paris)
Improve tarification for multimodal journeys
- Creation of 2000 km of high-speed railways
+ definition of projects for 2500 km additional track
- New channel between the Seine river and Northern Europe
& rehabilitation of rivers and canals for improved waterway navigation
- 3 truck-on-rail freight routes
Alps; Perpignan-Luxembourg; Biarritz-Paris
- Creation of truck-on-sea routes
Nantes-Gijon & Le Havre-Vigo; target is 100 000 truck per year

Port of Le Havre



Capacity building: railways

- Improvement of existing railway network
- New agency to regulate access to public tracks between private operators
- 16 billions Euros for high-speed track until 2020
- Construction of high-speed tracks:
 - *between Tours and Bordeaux*
 - *Between Rennes and Brest*
 - *Between Lyon and Turin (Italy)*
 - *Go-around Lyon*
 - *Go-around Nimes and Montpellier*
 - *Connection of major airports to high-speed*

High-speed train



Capacity building: urban transport

- Creation of “Local urban transport authorities“ in charge of local transport development
- 1 800 km of new urban transport in 2020
the French state will provide 2.5 billions Euros
- Ile de France (Paris area):
 - *Improvement of road suburb-to-suburb connection – new ring road*
 - *New tramways: west side and north suburb*
 - *New busses: from Paris to Rungis-Orly*
- R&D toward new generation vehicles
- Carpool, car-sharing

