GHG Control in the transport sector – The French experience

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Summary

- GHG and energy security issues
- Addressed in a GHG transport and city planning action plan and in the Grenelle round tables
- Improvements spelled out without a clear understanding of their impacts
- A systemic approach remains difficult
- Further reductions mean changes in our way of living
Transport sector is the bad guy

GHG transport emissions = 26% of global emissions

Emissions (MtCO2)

Oil dependency might become problematic.
GHG Transport and City Planning Action Plan

- Outcome of the “Transports in the Rhone Valley” public hearing
- Contradiction between traffic increase and GHG emission decrease
- Action Plan to be carried out in 2007 to improve the situation in 2020-2025
- Impact assessment of environmental, economic and social consequences
- Prepared by transport and environment administrations
Grenelle round tables

- Presidential campaign pledge
- Participation of State representatives, NGO, Businesses, Trade Unions, Local governments
- Six working groups - Group N 1 deals with Energy and Climate Change
- First outcomes October 2007
Grenelle outcomes

- Goal: emissions to reach their 1990 level in the transport sector by 2020 (= -20%)
- Development of railways, canals, harbours, public transports
- Better car energy efficiency (176 to 130g CO2/km in 2020) et airplane efficiency (-50%/km.passenger)
- Toll charge for trucks; bonus malus for cars carbon tax?
- Impacts, costs not spelled out
## Grenelle Outcomes

<table>
<thead>
<tr>
<th>High Speed</th>
<th>Public T</th>
<th>SN Canal</th>
<th>Feebate</th>
<th>Cars eff.</th>
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<tbody>
<tr>
<td>GES (Mt*10)</td>
<td>Budget Cost (MdE)</td>
<td>Inv. Cost</td>
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GHG Transport Action plan

• Better knowledge of journeys, emissions, impacts is needed
• Price signal is key based on infrastructure usage + energy consumption: trucks toll, transport expenses deduction for tax purposes, carbon tax, same duties for petrol and diesel, inclusion of aviation in ETS
• European regulation on vehicle energy efficiency, boosted by car duties or feebate, has the largest impact
• Biofuels impact might be significant
GHG Action Plan (2)

- Minimize transport needs through city planning
- Give tools to Local Authorities to organize local transports
- Adopt a national infrastructure plan
- Improve productivity of non road modes
- Better management of infrastructures
- Speed limit, Ecodriving
What we learnt so far

- Go for systemic approaches
- Technological progress, price signal have the greatest mid term impact
- City planning has a long term impact
- A -20% goal is difficult to achieve
- Behaviors, way of life, production processes have a major impact and are difficult to address
Thank you for your attention