

GHG Control in the transport sector – The French experience

Pascal DOUARD



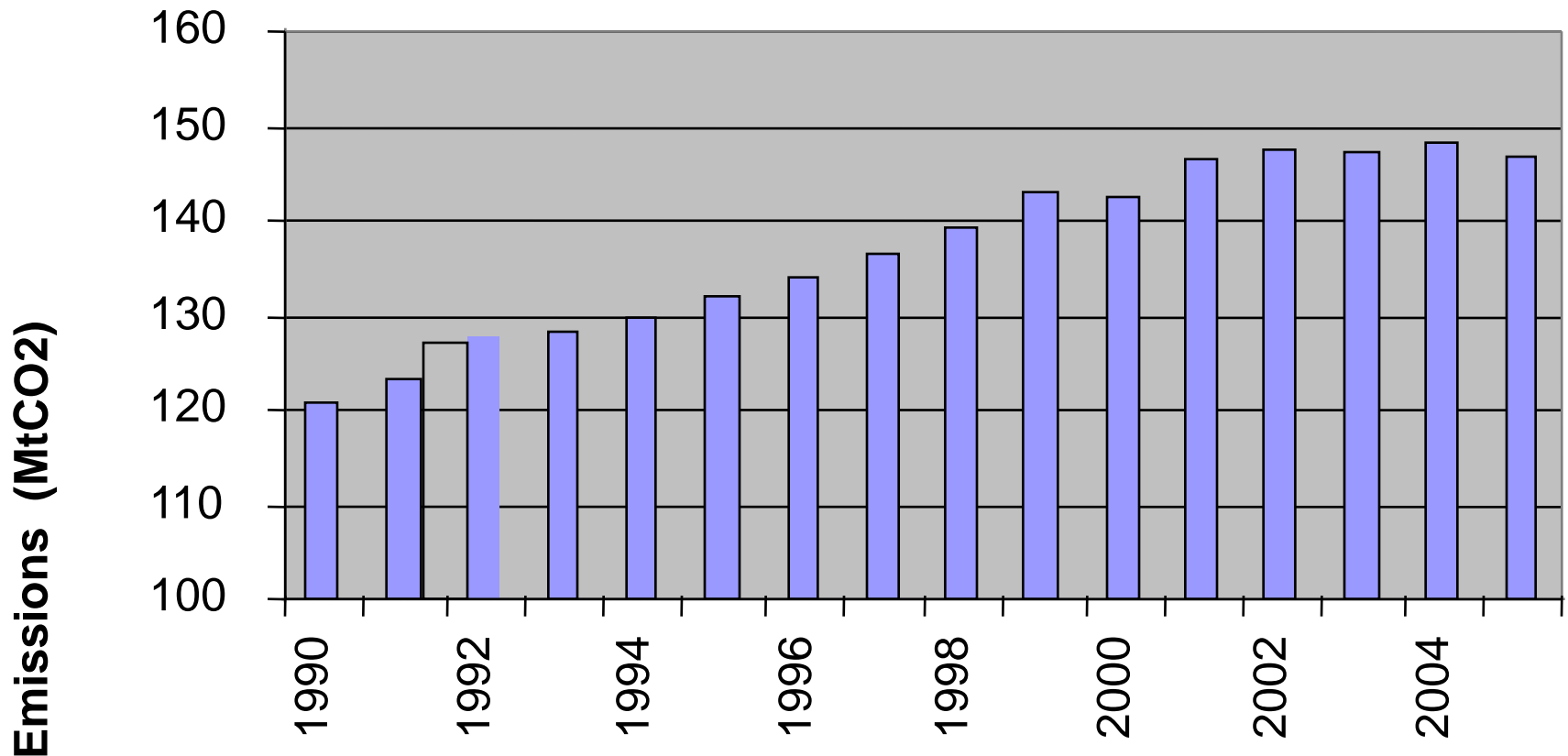


Summary

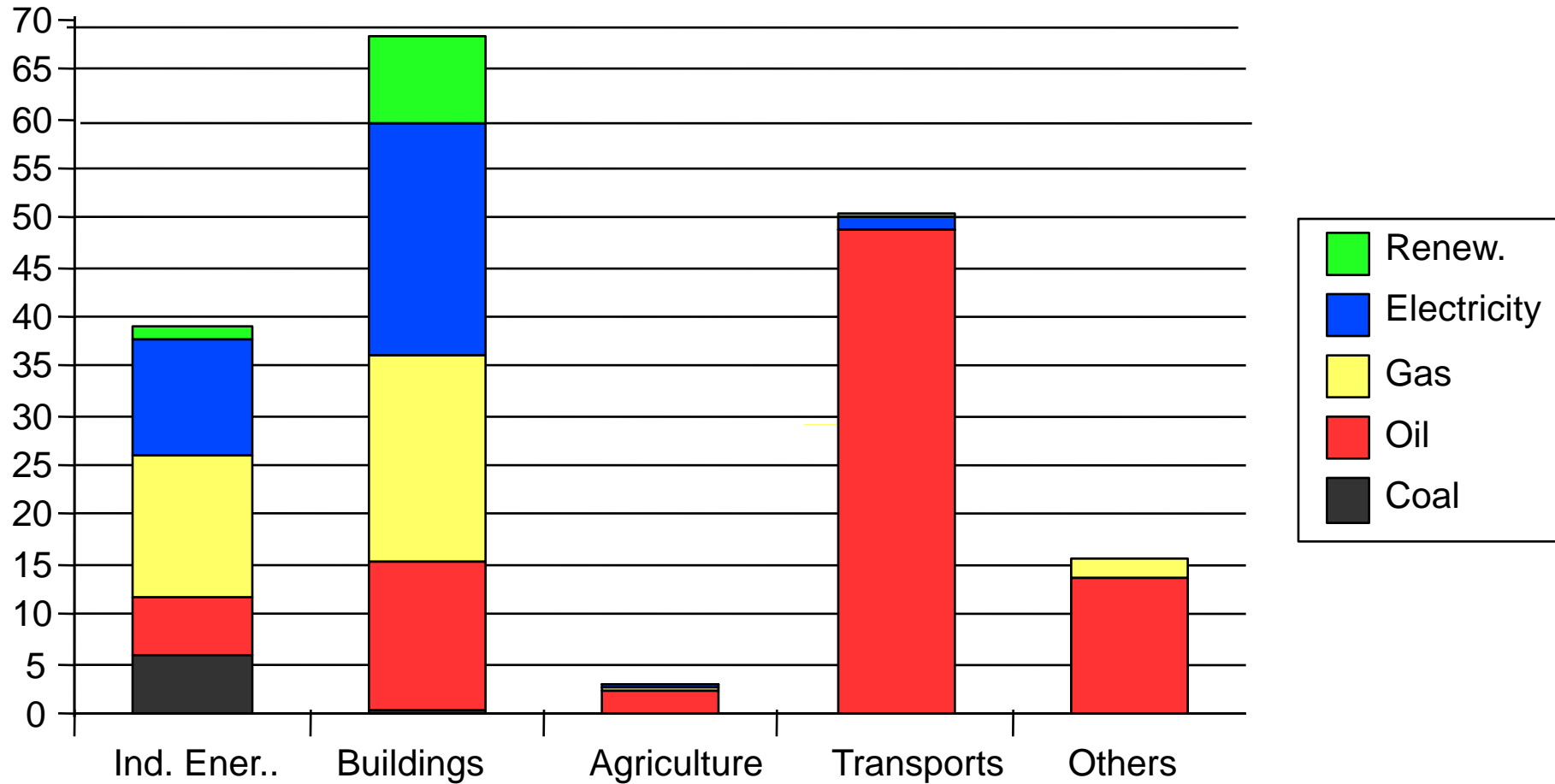
- GHG and energy security issues
- Addressed in a GHG transport and city planning action plan and in the Grenelle round tables
- Improvements spelled out without a clear understanding of their impacts
- A systemic approach remains difficult
- Further reductions mean changes in our way of living

Transport sector is the bad guy

GHG transport emissions = 26% of global emissions



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



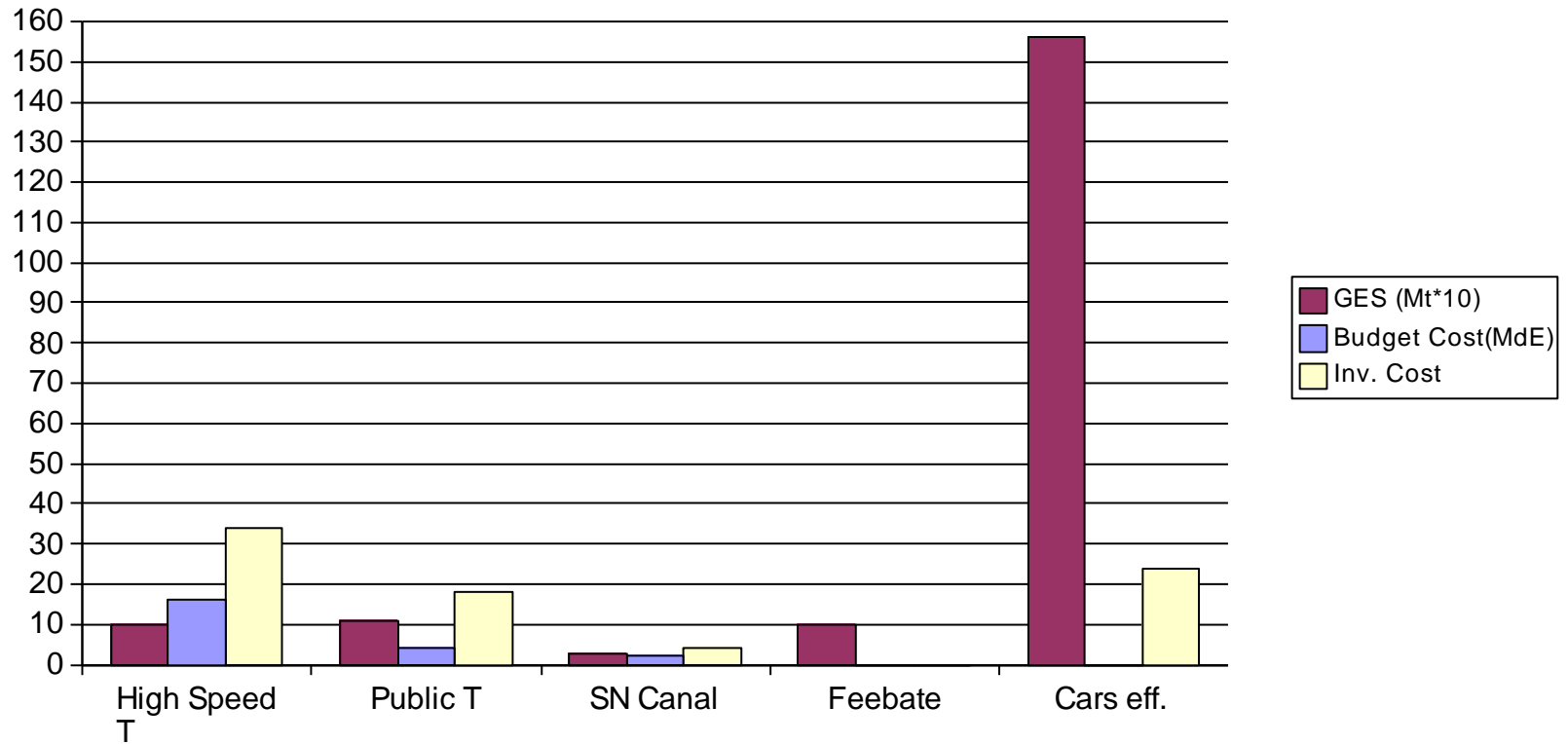
Grenelle round tables

- 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



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