THE SECTION FOR SUSTAINABLE MANAGEMENT OF TERRITORIES

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ENERGY TRANSITION IN THE TRANSPORT SECTOR

RÉPUBLIQUE FRANÇAISE
LIBERTÉ - ÉGALITÉ - FRATERNITÉ
CONSEIL ÉCONOMIQUE SOCIAL ET ENVIRONNEMENTAL

Within the the European framework, France has committed to a 20% reduction of its GHG emission by 2020 compared with 1990, and reaching the "factor 4" by 2050. The 2005 POPE Act (the French Energy Policy Guidance Act) makes climate change a priority of the energy policy, setting out a 3% yearly reduction of our country's GHG emissions. This means combining energy efficiency and restraint, as is highlighted by the first chapter of the "energy transition roadmap".

Energy is a major component of transport. Designing its transition requires us to question the very organisation of our society: materials and their usage, the means of transport to favour and the infrastructures to implement, costs for competitiveness, the organisation of work and commuting...

At a global scale, needs for mobility are increasing, as is the urgent need to deal with environmental problems. There are huge emerging markets for public transport, increasingly efficient and smart cars, information and transmission networks, infrastructures, the organisation of transport... However, France has all the assets to become a world leader in carbon-free transport.

Succeeding in this change means organising the service to meet the needs of all, people, businesses, transport operators and industry, starting this transition right away. Policies must clearly define objectives and the means of achieving them through coordinated actions within a long term approach. The ESEC formulates a set of proposals in this direction.

In 2011, transport represented 26% of GHG emissions in France, 32% of final energy consumption and 70% of oil consumption for energy uses.

Road transport emits 94% of transport GHGs, river transport less than 1% and the railways 0.4%.

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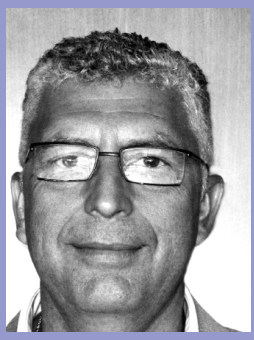

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CHOOSE INFRASTRUCTURES WITHIN THE CONTEXT OF THE "FACTOR 4" OBJECTIVE

- Integrate into the future National sustainable transport plan an analysis of the adequacy of current transport networks for the demand, as well as their needs for renewal, with the financing necessary for their regeneration.
- Improve the environmental assessment of infrastructure projects.
- Give priority, in the hierarchy of projects, to optimisation of the existing system over the construction of new infrastructures, alternatives to road and air, as well as systems and projects having the least environmental impact.
- Approve numerous small local projects with a high impact on the reduction of GHG emissions within a national program of new transport, with the financial support of the State and coordinated by the AFITF (the French Agency for the Financing of Transport Infrastructures).

ENCOURAGE MODAL TRANSFER AND INTERMODALITY TO ORGANISE TRANSPORT COMPLEMENTARITY

- For travellers, develop high quality local public transport systems and improve coordination between organising authorities
- Encourage the growth of cycling in built-up areas, promote intermodal transport arrangements and river and sea transport in the suburbs, set up, to complement the railway networks, coach routes for longer journeys in outlying suburbs and strengthen intercity rail links by renewing rolling stock.
- Develop an instant multimodal information service.
- For freight, develop multimodal platforms, mass development of railway freight, encouraging the growth of local railway operators, providing priority freight routes on fully electrified, high-quality tracks, maintaining the possibility of transport by wagonload and dealing with the problem of the last mile.
- Develop railway and marine highways, modernising the river network, improving river connections with major marine ports and equipping them with methane terminals or connections, encouraging the production of LNG.
- Optimise road transport (energy efficiency of vehicles, reduction of empty mileage, combined transport) and develop its regulation.
- Coordinate transport policy at the European level.

INFLUENCE ON THE EVOLUTION OF NEEDS AND ACCOMPANY COURSES OF CONDUCT

- Design a planning system leading to denser towns and city centres, integrate planning logistics into planning documents, and coordinating them, favouring short production, consumption and service chains.
- Develop company and inter-company transport schemes, within the context of the CSR strategy.
- Move towards the implementation of diversified local transport bodies, with the region leading the way, and financial support for the regional coordination of new transport.
- Encourage car-pooling (smart grids, secure parking…), car sharing, particularly through labelling and, in lightly populated areas, transport on demand.
- Promote soft transport measures in urban areas (bike, walking).
- Bring about more fluid road traffic (sharing of information…), promote eco-management of the various modes.

MAKE FRANCE AN INDUSTRIAL LEADER IN CARBON-FREE TRANSPORT

- Redefine transportation energy mix by developing by the year 2020 the use of electric, hybrid or natural gas engines, and then renewables, and by the year 2030 the electrification of individual and collective transport.
- Equip France with R&D fit for purpose to coordinate an industrial policy combining an increase in renewable energies and the electrification of vehicles, developing the industry of deconstruction and recycling/re-use of vehicles, promoting transport services based on smart networks, improving energy efficiency, seeking European partnerships for large investments, preserving intellectual property.
- Maintain the competitiveness of the various production strands, accelerating the emergence of a carbon-free road vehicle market and pursuing the growth of R&D in aeronautic, naval, railway and mass transport construction to improve the energy efficiency of these methods.
- Encourage co-design, partnerships between French export companies, or joint bidding for tenders.
- Develop regional employment forecasting processes, promoting social dialogue to support change, anticipate consultation on the consequences of the "specialist" changes in business sectors.

IMPLEMENT FISCAL AND REGULATORY TOOLS

- Implement flatter taxes affecting energy transition and develop environmentally acceptable taxation in economic and social terms.
- Use the possibilities offered by the Eurovignette 3 Directive to increase, via heavy vehicles taxes, the resources of the AFITF (Agence pour le financement des Infrastructures de Transports de France – The Agency for Financing the Transport Infrastructures of France) by prioritising the modal shift.
- Create a dedicated savings scheme to invest in infrastructure financing I or public transport equipment to fight energy insecurity.
- Support the modal shift policy via European harmonisation of rules in the matter, to avoid distortions of competition.
- Guarantee access to transport for everybody.
- Combat energy insecurity in transport, particularly in suburban and rural areas, with part of the transition effort dedicated to offering inhabitants alternative transport solutions.