



**MINISTÈRE
DE LA TRANSITION
ÉCOLOGIQUE
ET DE LA COHÉSION
DES TERRITOIRES**

*Liberté
Égalité
Fraternité*

Workshop on French initiatives supporting zero emission road freight and logistics

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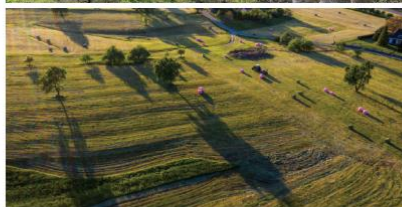
30 November 2023



TAKING ACTION

ECOLOGICAL PLANNING

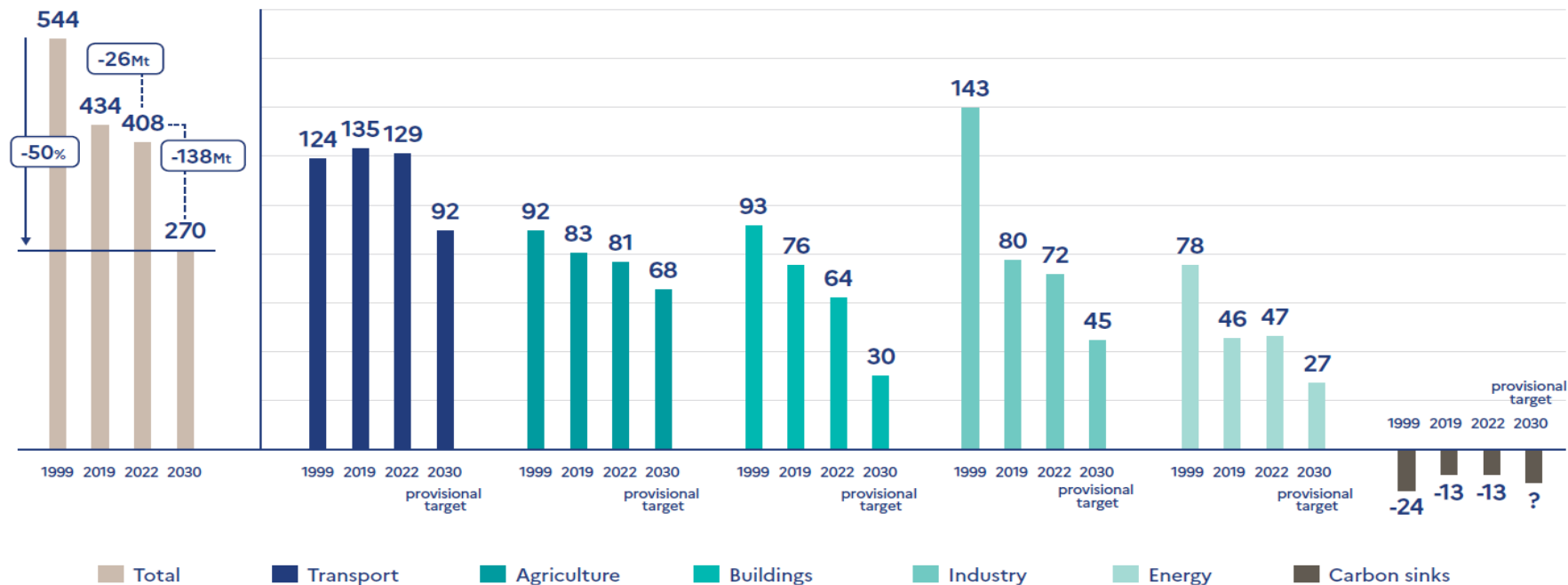
PLAN SUMMARY
SEPTEMBER 2023



**FRANCE
NATION
VERTE >**
Agir · Mobiliser · Accélérer

Breakdown of efforts by sector to achieve the 2030 targets

Annual domestic GHG emissions realised in 1990, 2019 and 2022, provisional results of 2030 simulations, in millions of tonnes of CO₂ equivalent



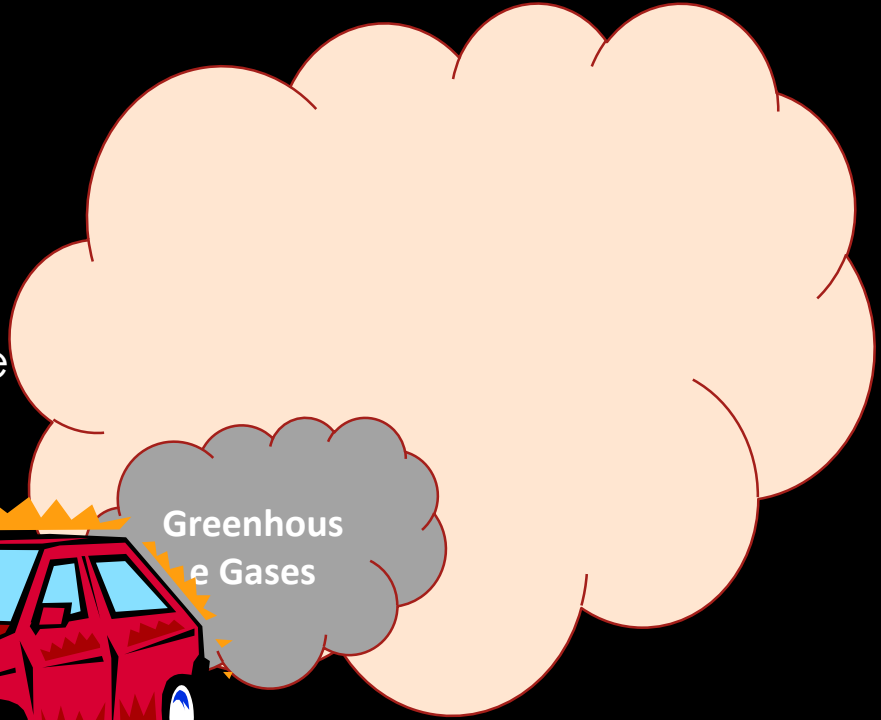
Context and objectives

- Together with the industry, transport remains the main Green House Gas (GHG) emitter
- France objective is aligned with EU - 55% GHG reduction by 2030 compared to the level of 2019, and carbon neutrality by 2050
- Tackling greenhouse gas emissions is essential but no longer enough sufficient to deal with the climate change crisis.
- Infrastructure and transport services must also be adapted to climate change and made resilient to an increased intensity and frequency of extreme climate events.
- France therefore considers mitigation AND adaptation in the definition of its transport policy

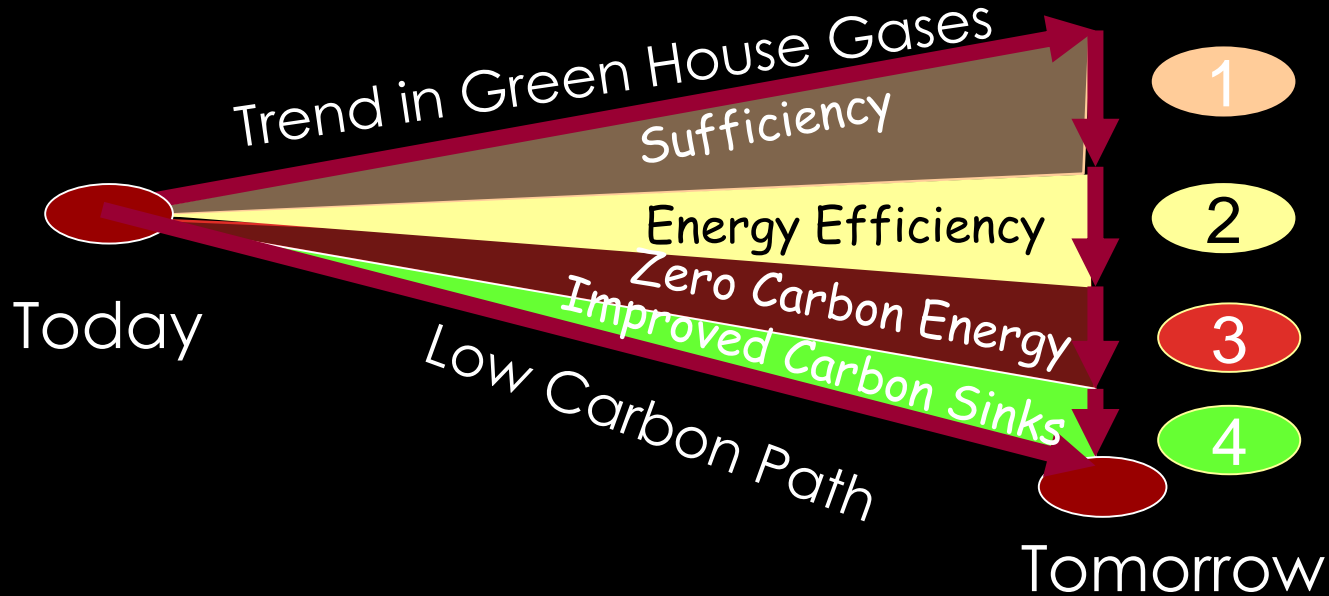
1. Manufacturing & materials
2. Choice of Fuel
3. Energy Efficiency
4. Sufficiency & Lifestyle Change



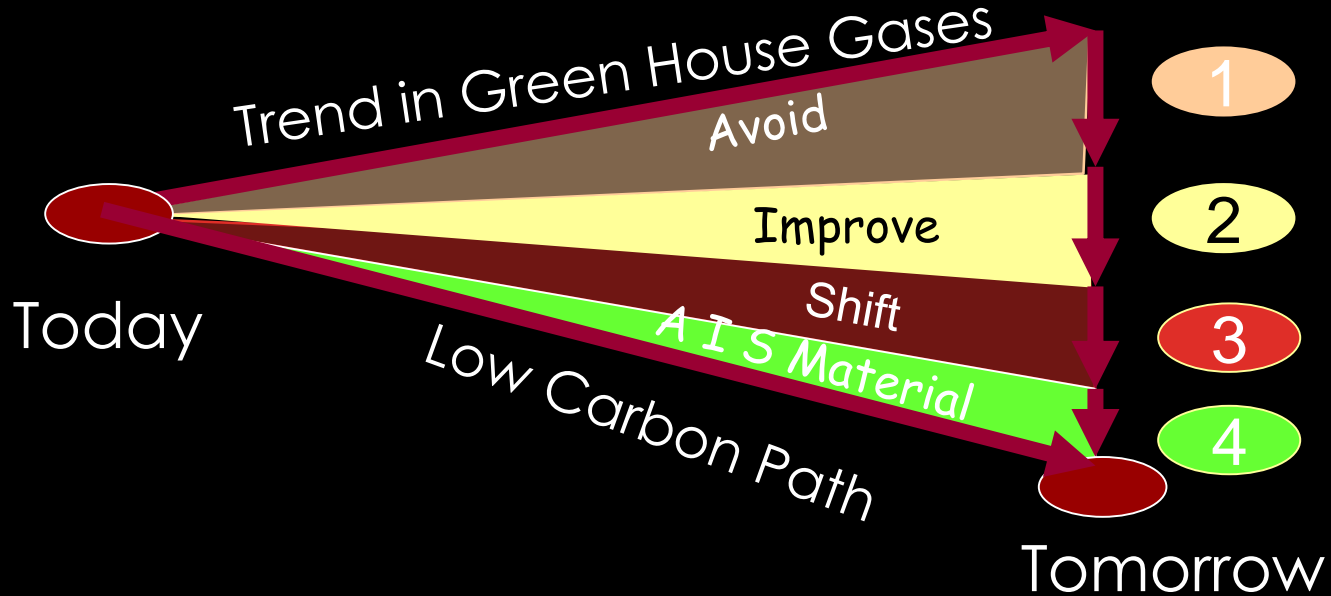
Greenhouse
Gases



4 levers for Energy Security & Environmental Sustainability



4 levers for Energy Security & Environmental Sustainability



Objectives and Measures

Modal shift and corporate mobility

Objectives:

- Reduce use and ownership of privately owned passenger vehicles
- Encourage car-sharing and use of public transport (home to work especially)
- Foster active mobility (walking and biking)
- Speed up the renewal and electrification of corporate fleets
- Reduce commuting and travel distance through reorganisation of work, territory management, urban and logistic planning

Measures:

- Car-sharing plan announced in December 2022
- Reinforce the development of biking lanes (4 times more than today)
- Investment priority given to proximate mobility in public transport
- Develop an incentive and constraining tax system to foster renewal of rolling stock



Passenger Transport

- Development of clean vehicles, electrification and green infrastructure
- Consideration of the entire lifecycle of a vehicle in the calculation of emissions for a realistic view;
- Avoid technological dependency (batteries; microchips);
- Avoid raw material dependency (e.g. Lithium);
- Consider sufficient necessary public investments (e.g. charging infrastructure);
- Ensure democratic acceptance for the transition costs and introduce compensation measures for targeted weak social groups
- Accompany transition of impacted industrial sectors and associated job profiles
- Encourage and leverage change in corporate mobility (fleet electrification, turn over)

Challenges

Good Transport

- Modal shift (from road to rail and water), fleet greening and energy efficiency
- Necessary support to the industrial sector especially for electric heavy weight vehicles
- Reduce demand in good transport and foster relocalization
- Greening Light Duty Vehicles
- Greening last Mile in logistics

Maritime and Air Transport

- Balance increasing demand and decarbonization through deployment of alternative fuels, green infrastructure and energy efficiency

Objectives and Measures

Passenger Vehicles

Objectives:

- 15 % of passenger vehicles are electric vehicles (EVs) by 2030
- 2 M EVs produced in France by 2030
- EVs economically accessible for every one
- Reduce our dependency on rare earth (e.g. Lithium)

Measures:

- Develop state aid for the purchase of EVs, inversely proportional to the carbon footprint of EVs
- Speed up the deployment and capacity of alternative fuels infrastructure potentially through PPP
- Develop an industrial plan to foster local production of EVs in France
- Reduce our dependency on lithium through demand (reduce size of batteries, develop car-sharing, foster technological innovation), offer (develop our local lithium production + EU strategy), and recycling (collect and reuse of trash)



Objectives and Measures

Good transport

Objectives:

- Encourage electrification of Heavy Duty Vehicles (considered as the main decarbonization factor) and Light Duty Vehicles
- Foster local production of electric Heavy Duty Vehicles
- Reduce demand for good transport

Measures:

- Foster modal shift from road to rail and waterways
- Develop tax incentives, public investment plan and constraining regulation to foster electrification of fleets
- Develop an industrial plan to accompany OEMs on the way to local production of electric Heavy Duty Vehicles
- Reduce demand by revisiting logistic supply chains: bring industry closer to multimodal platforms, foster productions which are less demanding in terms of logistics, foster relocalization of logistic chains
- Foster retrofit for Light duty vehicles



Objectives and Measures

Adaptation to climate change (1/2)



Objectives:

- Adapt mentality, behaviour, technologies and infrastructure to foster long term adaptation and resilience to climate change and crisis

Adaptation planning in France:

- 2006 : national strategy to adapt to climate change.
- 2 national adaptation plans with concrete operational adaptation measures (2011-2015 and 2018-2022, extended until 2024).
- New ministerial steering committee on adaptation to Climate Change launched by the Minister of Ecological Transition in February 2023 :
 - New national adaptation strategy based on global warming reference scenarios
 - Objective : harmonizing adaptation public policies
 - The chosen scenarios will take into consideration international works, in particular from IPCC

Objectives and Measures

Adaptation to climate change (2/2)



Concrete adaptation measures in the transport sector:

- **Vulnerability assessments** to identify risks due to climate change in the transport sector to tailor relevant adaptation measures :
 - On national transport networks and specific transport assets (ex : major seaports)
 - One multimodal local resilience approach (PACA region), intending to build synergies between mitigation and adaptation : evaluation of the risks due to climate change as well as the transition risks associated with decarbonization scenarios
 - **Ongoing adaptation of the technical standards for transport infrastructure design, maintenance and operations** : more than 1000 standards reviewed in 2015 and more than 240 climate-dependent standards identified as potentially requiring adaptation
 - **International cooperation** : raising awareness (1st international conference on adaptation to climate change of transport in Mediterranean countries, co-organized by the UN and hosted in Marseille, 15-16 Mai 2023), vice-chairing of the UNECE group of experts on transport adaptation to climate change
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In conclusion

- The Transition in transport must be holistic
- Electrification is engaged
- Electric vehicle must be lighter and better used,
- The transition comes with a cost but offers multiple benefits to society