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into actions

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EDITORIAL

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INTERNATIONAL AND EUROPE
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One of the main issues discussed at COP25, held in December 2019 in Madrid, was meeting the ambitious objectives of the Paris agreement. To this day, about a hundred countries have committed to reviewing their objectives by proposing a new nationally determined contribution (NDC) by 2020. Over 10,000 cities are actively putting in place ambitious climate policies, in the framework of the Covenant of Mayors. Also, during the New York Climate Action Summit, 77 countries, 10 regions and over 100 cities announced that they intend to reach carbon neutrality by 2050. All sectors and industries are concerned, especially the transport sector, as it is the biggest contributor to climate change in France (making up 40% of CO₂ emissions), and responsible of one fourth of global emissions. In this International newsletter, you will find examples of solutions implemented both nationally and internationally to encourage cleaner, more accessible and desirable mobility systems, to face climate urgency.

FOCUS

A FRENCH LAW ON THE FUTURE OF MOBILITY

The transport and mobility sector remains the least efficient one in terms of the energy transition in France. Early 2020, France will adopt a global structuring legal framework: the mobility orientation law or LOM. Its aim will be to support the transition efforts of the mobility sector at all levels, from the individual to the societal one.

38% of French greenhouse gas (GHG) emissions, 60% of nitrogen oxide (NOx) emissions, 92% dependence on oil... The transport sector is on the frontline of the ecological transition. "Pollution is certainly one of the main issues around mobility, but it's far from being the only one!" reminds us Jérémie Almosni, Head of Transport and Mobility at ADEME. In fact, this sector sits at the crossroads of a number of intertwined issues: as an essential pillar of access to employment, 

FOCUS



transport is also a major territorial issue, appealing for some and reinforcing inequalities for others. *“In fine, mobility presents us with a complex equation, bound by a number of constraints that are sometimes very hard to overcome if we want to achieve a transition that’s not only ecological and inclusive but also favourable to the national and regional economy,”* adds Jérémie Almosni.

A CLEANER MOBILITY, EVERYWHERE AND FOR EVERYONE

The future mobility orientation law (LOM), which should be adopted by early 2020, aims to provide the tools for profound change by tackling a wide range of levers, at all levels, from the individual to the societal. The law, developed throughout 2018, embraces a number of topics and is articulated around three pillars: increased and improved investment in everyday transport systems, facilitating and encouraging the deployment of new travel solutions for all, and kick-start the transition towards a cleaner mobility. To achieve this, a number of projects will be put in place (see boxed text).

In this new legal framework, ADEME’s role will consist in supporting the deployment of public policies. *“On the ground, it means putting in place measures to support local authorities seeking to improve their mobility provisions”,* explains Jérémie Almosni. *“We will also pursue our observational and research work and will continue to support innovative projects through financing initiatives, namely as part of the “Air-Mobility” fund launched in 2018”.* He concluded: *“ADEME is convinced that the future of mobility is to be connected, decarbonated, shared, inclusive and active. This vision implies that we need to support social and societal innovation in order to facilitate the adoption of new behaviours on the part of users, businesses and local authorities, taking a step forward from sheer ambition to actual collective action”.*



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Focus on...

A MULTI-FACETED FIELD

The LOM will kick-start a number of simultaneous projects. Among these, is one that will boost the growth of new mobility solutions, in order to meet current needs, and their deployment to remove remaining “white spots”. Another will seek to boost the transition to cleaner modes of transport, with specific milestones to reach carbon neutrality by 2050: tripling the modal share of bicycles by 2024, reducing GHG emissions by 37.5% by 2030, ending the sale of fossil fuel powered vehicles by 2040. Finally, another project will focus on investments: the law will provide for 1.2 billion Euros to be spent on the development of clean, shared and active mobility strategies over 10 years.

EXPERTISE

MOBILITY

AN ISSUE AT STAKE IN THE EUROMETROPOLE STRASBOURG

As the French cycling capital, Strasbourg wants to go further in reducing the number of polluting vehicles on the road. As the winner of a call for project proposals launched by the Ministry for the Ecological and Inclusive Transition and ADEME in July 2018, the Eurometropole is now in the process of creating a low emissions zone (LEZ).

Zona a traffico limitato in Italy, Umweltzone in Germany, Milieuzone in the Netherlands, zona de emissões reduzidas in Portugal... At the end of 2018, there were more than 230 such zones across 13 European countries restricting access to the most polluting vehicles over a defined space (neighbourhood, city or municipalities). These local initiatives highlight a shared ambition: that of reducing air pollution caused by road traffic.

STRASBOURG, A PIONEERING CITY

In France, up until now, it was possible to implement that type of system under the name “restricted circulation zone” (zones à circulation restreinte - ZCR). Three French cities had taken that step by the end of 2018: Paris, Grenoble and Strasbourg. The future French mobility orientation law (see previous article), which will rename the ZCRs “low emission mobility zones” (ZFEM) will enable their deployment. Following a call for project proposals launched by the Ministry for the Ecological and Inclusive Transition and ADEME in July 2018, 19 local authorities were shortlisted to study a ZFEM, including Strasbourg, this time under the Eurometropole banner.

The aim is now to take things even further, by building on the current measures in place and extending them to the 33 municipalities that make up the Eurometropole. For now, this only concerns the neighbourhood of “Grande Île” (Big Island), the historic centre of Strasbourg. Although the ZCR regulations meant that restrictions only concerned



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delivery vehicles, the ZFE set-up aims to remove all diesel vehicles from the whole of the city by 2025, 2026 at the latest. And so, from 2021, all vehicles without a “Crit’Air” badge (see boxed text) will no longer be allowed on Strasbourg’s roads, followed by the Crit’Air 5,4,3 then 2 between 2022 and 2025. On the perimeter of the Eurometropole, the proposed timeline (still to be confirmed) will see vehicles without the Crit’Air badge banned from 1st January 2021, and without Crit’Air 5 from 1st January 2022. The ban on Crit’Air 4,3 and 2 vehicles will be progressively deployed between 2023 and 2030.

TOWARDS CLEAN MOBILITY

Although we should consider putting an end to diesel, we must find a way to implement a transition towards cleaner mobility that’s possible, accessible and desirable. To do so, the support strategies for such a change will play a decisive role in the success of the ZFEs.

The Eurometropole will thus focus for now on the development of alternatives to individual car usage - public transport, on demand transport, car sharing, car clubs, electric bicycles, and other active mobilities - whilst considering the specificities of the different zones in the city. The aim is to be able to offer simultaneously all citizens modes of transport

that are both physically and financially accessible for people with restricted access to mobility (those on a low income, jobseekers, precarious workers, the elderly, those with reduced mobility...). All in all, Strasbourg hopes to create a virtuous model that can rival those offered by the likes of Copenhagen, Stuttgart and Freiburg.



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To find out more:
> www.ademe.fr/zones-a-faibles-emissions-low-emission-zones-lez-a-travers-leurope

To go further...

ZFE AND “CRIT’AIR” BADGES

In France, the ZFEs rely on a system of Crit’Air badges, stickers that go on the car’s windscreen to help differentiate the cars according to their pollutant emissions levels. The most polluting vehicles cannot have one, that’s why they are the first to be taken off the roads as part of the ZFE scheme. The Crit’Air badges are ranked according to 6 environmental classes, and appear as either “green” Crit’Air (hydrogen or electric vehicles) stickers or are labelled Crit’Air 1 to 5.

WORLDWIDE

MOBILISEYOURCITY

FOR A SUSTAINABLE URBAN MOBILITY

The international MobiliseYourCity partnership supports national and local authorities in developing countries in the planning of a sustainable urban mobility system. The aim is to develop more inclusive, durable and economically efficient cities.

Launched during COP 21 at the end of 2015, the MobiliseYourCity initiative supports the implementation in emerging and developing countries of durable and low-carbon urban mobility policies. In fact, the exponential growth of urbanisation and the rise in living standards in these countries have led to a sharp rise in demand in terms of urban mobility. Beyond the increase in greenhouse gas emissions, a number of problems have arisen regarding congestion and public health, along with risks associated with air pollution and road accidents.

A TAILOR-MADE INITIATIVE

Funded by the European Commission, the French facility for global environment and the French and German ministries in charge of environmental policies, MobiliseYourCity is carried out on the ground by a consortium of eight technical partners, including ADEME. With around 50 partner cities, across 11 countries in Africa, Asia and Latin America,

they have been working around 3 major programmes: the implementation of national urban mobility policies (PNMU), the development of local programmes for a sustainable urban mobility (PMUS) and the establishment of solid financing strategies.

On 17 October 2019, in Brussels, the 6th MobiliseYourCity steering committee helped draw up new perspectives for the partnership. A number of new African and Equatorial cities should be joining the scheme. Discussions also centred around the need to integrate the issues of air quality and road accidents. Finally, MobiliseYourCity has clearly stated its ambition to join Action towards Climate-friendly Transport (ACT), the largest global coalition of countries, cities and United Nations entities, businesses and civil society organisations kickstarting efforts to develop sustainable transport systems.



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But also...

TANDEM PROJECT

A Franco-German cooperation for the local energy transition

Since 2015, ADEME and UBA (German Environmental Agency) have been supporting the TANDEM cooperation project between local authorities in both countries, to tackle the challenges posed by the energy transition and climate change, in urban environments and regionally. Around 15 Franco-German couples were thus formed to exchange information, training programmes and discuss joint projects. These actions are implemented with support from the city network Energy-Cities, Climate Alliance and DENA (German Energy Agency).

> <http://ville-tandem.eu>

EVENT

European mobility week

Organised every year between 16 and 22 September, the European Mobility Week (EMW) encourages citizens and local authorities in various European countries to opt for alternative modes of transport to personal cars. In 2019, the 18th edition of the campaign highlighted the benefits of walking and cycling safely with its call to "Walk with us!" In 2018, 2,792 cities took part in the event.

> <https://www.ademe.fr/actualites/manifestations/semaine-europeenne-mobilite-2019>

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