The 2019 French Low Carbon Strategy

Passenger transport in the French low carbon strategy
The 2019 French low carbon strategy
Carbon Neutrality in 2050

- **An ambitious yet reachable goal** (urge for concrete and strong measures but strategy developed on a realistic scenario)
- **A necessary step to respect the Paris Agreement commitments**

- **Transforming the Transport sector** :
  - 2030: -31% compared to 2015
  - 2050: **complete decarbonization** (except for a small amount of CO2e in aviation)

- **Past trends and projections in the transport sector**

![Graph showing historical and projected emissions of the transport sector from 1990 to 2050 (in MtCO2e)](graph.png)
Transforming the passenger transport sector

- **Decarbonizing passenger transport**
  - Electrifying passenger cars
    - → **Objective**: 100% electric fleet for new vehicles by 2050
  - (Biogas is used on priority by HGVs and LCVs due to the limited quantity of biomass. Electric vehicles may include H2)
  - Electric and alternative fuels charging infrastructure deployment
  - Bus and coach: electric vehicles (including hydrogen) + biogas vehicles
  - Train: electricity (including hydrogen)
  - Aviation: biofuels up to 4% by 2030 and 50% by 2050 (there is a small amount of remaining CO2 in aviation by 2050)
Transforming the passenger transport sector

- Improving vehicle energy efficiency
  - A necessity to limit energy consumption
  - Objective: 4 L / 100 km (real consumption) for new cars in 2030
  - A decrease in the consumption of all types of vehicles (electric cars, bus and coach, aviation ...)
  - Aviation: a target of -1.5 %/year in energy consumption efficiency
Transforming the passenger transport sector

- Limiting the increase of passenger traffic, encouraging modal shift towards public transport and bicycling and car sharing
  - Limiting the increase in traffic: car sharing, teleworking
  - Encouraging modal shift:
    - Bicycle modal share: objective of the 2019 Law on Mobility: modal share X3 by 2024 and X4 by 2030
    - Investments in public transport
  - In the scenario overall traffic (all modes in pass-km) increases but less than in a business as usual scenario (+26% between 2015 and 2050 compared to +30% in a BAU scenario). Taking into account modal shift and car sharing, traffic projections in car-km are stable (-2% between 2015 and 2050 compared to +24% in a BAU scenario).