



MINISTÈRE CHARGÉ DES TRANSPORTS

*Liberté
Égalité
Fraternité*



**MINISTÈRE
CHARGÉ
DES TRANSPORTS**

*Liberté
Égalité
Fraternité*

FRENCH MOBILITY ORIENTATION LAW

Ensuring affordable and efficient transportation for everyone, daily

Why a new mobility law ?



80 % of France was not covered by an effective mobility authority.

25 % of French people have already turned down a job offer or didn't go to the job interview due to a lack of mobility solutions



Transport is responsible for 30% of CO2 emissions, so we need to bring about a change in the emissions curve and support the sector's energy transition



The opportunity to create a favorable environment for new forms of mobility to reduce car use by making active and shared modes more attractive

National mobility conference : leveraging collective intelligence

Collecting ideas through an online consultation platform...

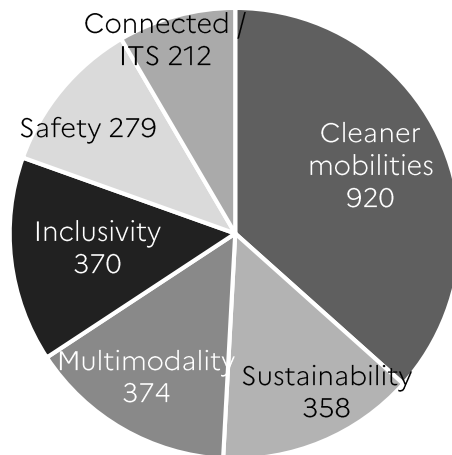
assisesdelamobilite.gouv.fr

3 months

+2500 contributions

26k votes

Key topics








... And through ~500 workshops all over France

320 Thematic workshops
(450 expert contributors)

114 Innovation workshops
(400 expert contributors)

64 Territorial workshops
(3200 participants)

Core ambition : make concrete improvements to daily mobility

-  **Titre 1** Investing more in **infrastructure** to improve daily mobility
-  **Titre 2** Offer **alternatives** to individual car use for everyone, everywhere
-  **Titre 3** Develop **innovation** and new mobility solutions for everyone
-  **Titre 4** Reducing the **environmental footprint** of transport
-  **Titre 5** **Adapting transport regulation** (road safety, security, maritime and port, rail transport)

A long term vision for infrastructure

France's infrastructures network

1M km of roads

27.5k km of railways

8.5k km of waterways

Why we need to act ?

- Previous management policies prioritized investment over maintenance
- Existing infrastructure, particularly public highways and rail network are getting older
- Under investment in the infrastructure needed for everyday travel compared to big projects



A long term vision for infrastructure



40% increase in investment in transport in the 5 years following the enactment of the LOM, with credits allocated to **5 priority programs** :

- Maintenance of existing networks
- Desaturation of major rail hubs
- Opening up medium-sized towns and rural areas by road
- Developing the use of clean, shared and active forms of mobility
- Enhancing the efficiency of modal shift in freight transport

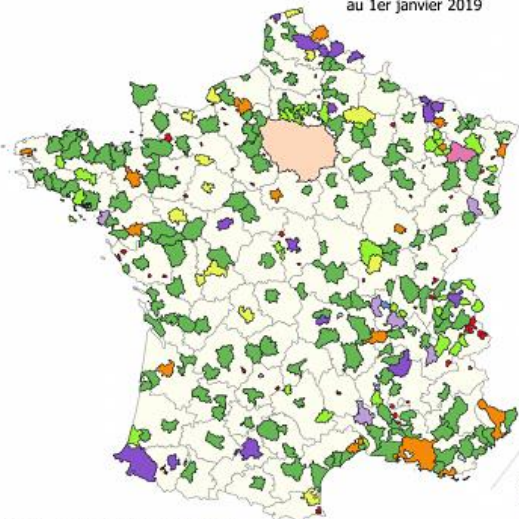
Resolving social and territorial inequalities

Autorités organisatrices de la mobilité et ressorts territoriaux
au 1er janvier 2019



~80% of France, representing 19 million people, didn't have an entity to coordinate and connect the different modes of transport

Légende
 Métropole
 CU
 CA
 CC
 Commune
 Île-de-France Mobilité
 EPL Martinique Transport
 SMVJ
 SMF
 SMO
 SM-SRU
 PETR



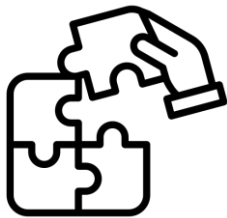
One French person in three feels "a bit far from everything", a growing problem as the population increases in suburban areas.



One person in five with a disability needs help to get around. Disability reduces a person's mobility by a third(*)

(*) "Observatoire Nationale des Mobilités" – BCG and Ipsos ; 2. "Mobility of Persons with Reduced Mobility and Disability" - STIF

Resolving social and territorial inequalities



The AOM's role

To implement
mobility solutions
adapted to
territories

The **local mobility authority (AOM in french)** is responsible for developing mobility solutions:

- It defines the mobility policy
- It works with local partners to draw up its mobility plan, in particular via the partners' committee.

It organizes **mobility services adapted to the specificities of the region**

- These services can be regular transport (urban or non-urban), transport on demand, school transport, bicycle rental/car-sharing services, solidarity mobility services, etc.
- There is no public transport obligation

It's also involved in **incentive/regulation**

- It can contribute to the development of cycling and shared mobility by financing cycling infrastructure, setting up carpooling platforms and encouraging carpooling

Encouraging innovation to prepare the future



Accelerate the opening of data

Opening up the data needed to develop digital mobility services

Facilitate the introduction of innovative mobility services, such as Mobility as a Service (MaaS) digital services, which combine information and ticket sales



Encouraging innovations in mobility

Preparing for the arrival of the connected and autonomous vehicle, both for experiment and on the road

Encouraging experimentation in the field of mobility

Regulating new forms of mobility and platform activity

An observation that calls for rapid and concrete changes to mobility in France



Concentrations of **greenhouse gases (GHG)** are rising steadily, and **30% of greenhouse gases are emitted by transport = the leading emitting sector**. To meet the objectives of the Paris Agreement, transport must reduce its emissions by 40% by 2030 compared with 1990 levels.

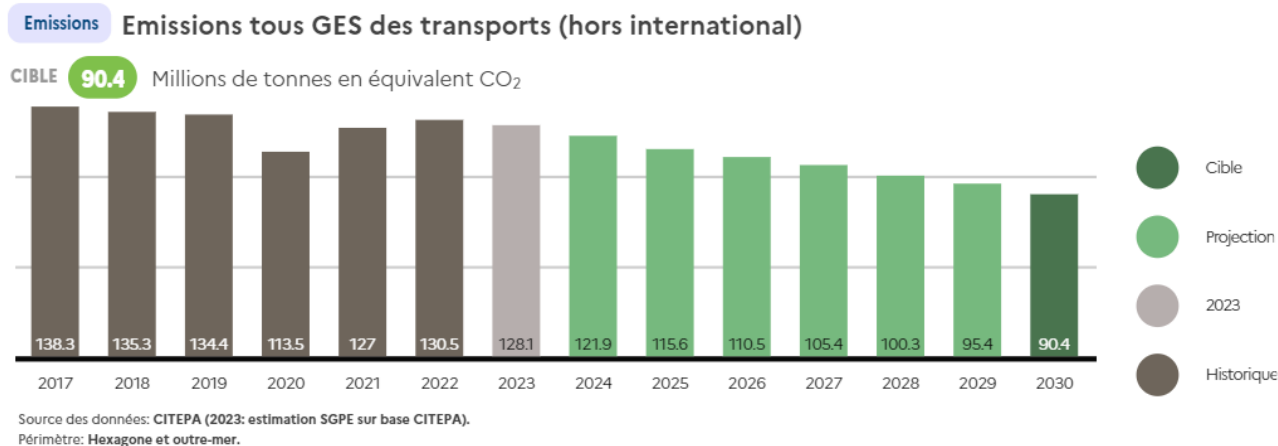


Air pollution kills **48,000 people** prematurely in France every year. 59% of nitrogen oxides are emitted by transport. In the Île-de-France region, 35% of fine particles are emitted by transport.



Road transport accounts for the vast majority of greenhouse gas emissions and atmospheric pollutants from the transport sector.

An observation that calls for rapid and concrete changes to mobility in France



Le secteur des transports est le premier secteur d'émissions de GES domestique. L'indicateur représente les émissions annuelles correspondantes, tous GES confondus, en millions de tonnes d'équivalent-CO₂.

An observation that calls for rapid and concrete changes to mobility in France

- Greening public and private fleets
- Deploying low-emission zones
- Support the introduction of recharging infrastructure for alternative fuels (electric recharging stations, biogas)
- Make active mobility a mode of transport in its own right and triple the number of journeys made by bicycle by 2024
- Fund cycling infrastructure (and cycle parking): €50m/year





**MINISTÈRE
CHARGÉ
DES TRANSPORTS**

*Liberté
Égalité
Fraternité*

Thank you for your attention