



# UITP and lobbying for Sustainable Development

Stéphanie Lopes d'Azevedo  
UITP, France

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# Grenelle de l'Environnement :

## Summary of the process

- May 2007 : President Nicolas Sarkozy presents his project to organize a debate between all representants of civil society about climate change
- October 2007 : Round Tables. All members (Employees, Companies, NGO, Territorial Collectivities, State) present the result of the negociation and the main action axis. The Gouvernement makes commitments.
- August 2009 : Law Grenelle 1 « Implementation of the commitments of the Government » is voted
- October 2009 : Law Grenelle 2 « Tool Box » to give a concrete expression to law Grenelle 1 is voted

# Law Grenelle 1

- France decides to split its emissions of Green House Gaz by 4 between 1990 and 2050
- Transport, the objective is to reduce GHG emissions by 20% from now to 2020, to reach the same level as in 1990
- Public transport is a priority in the text
- « Observatory Energy Environment Transport » in charge to define a method to calculate emissions of any transport service (passengers and goods)
- Objectives for private cars (120 g of CO<sub>2</sub> for any new vehicle by 2012)

# Concrete Grenelle 1 for public transport

- Call for projects : the State gives 800 million € for public transport in reserved lane. 45 projects have been selected (23 “BRT” and 14 new lines of tramway), in 35 networks.
- Observatory: 3 technical committees work on passengers, goods and infrastructures.

# Law Grenelle 2

- GHG must be indicated on any transport service
- Possible new tax on property around new lines of public transport
- Carsharing label is created by law but electric cars obtain same advantages on roads

# Boosting Plan

- Economic Crisis : the French government announces a boosting plan for national economy in February 2009
- Budget : 26 billion € : 212 millions € for roads infrastructures, 108 millions € for rail, nothing for urban public transport !
- Bonus in breakage : 1000 € to any purchase of a new car if the old one is destroyed (+10 years). It has already cost 400 million €.

# Carbon tax

- Announced in September 2009
- « Contribution Climat Energie » will tax products (transport and building) with high level of Carbon included on 1st January 2010
- 17 euros for one ton of CO<sub>2</sub> (4,5 cents for one liter of gasoil and 4 cents for one liter of petrol)
- Redistribution to people , according to their access to public transport or not



# UTP lobbying and taking parts

- UTP: Public Transport and rail French association
- 160 enterprises of public transport, 6 rail companies
- President elected in June 2009: Cyrille du Peloux (Veolia Transport)
- Public transport in France : 5,3 billions of journeys in 2008 (+6%), 878 millions of kilometres produced (+4%), 89000 employees

# UTP 5 main strategical axis

1. Position companies towards local authorities
2. Develop public transport appeal for clients and travellers
3. Give to public transport its place in the society :
  - Work for sustainable development
  - Increase safety and security
4. Make of transport a service job
5. Claim rail transport situation

# UITP and Grenelle

- UITP associated to the negotiation
- UITP a part of the Group 6 : « Fighting Climate change and curbing Energy demand »
- UITP had two requests : local authorities not only in charge of transport but in charge of mobility and creation of an observatory in charge to define a method to calculate emissions of any transport service (2 issues which were unanimous around the Tables)

# UITP Positions

- October 2007: “Sustainable Development : Public transport companies commitment”
- October 2008 : “Carry on the development of clean energies”
- October 2009 : “Carbon tax : rightful exemption for public transport”

# Publications

- January 2009 : “Grand Angle” collection of all the UITP positions since may 2007
- June 2009 : first Sustainable Development report for the whole sector
- November 2009 : “Idées Reçues”, UITP analyses generally accepted ideas about public transport one by one and explains why they are wrong