

THNS 2021 - The Climate and Resilience Act

An overview of this act and its environmental, economical and social impacts.

Slide 2 : Purpose of this act

The Climate and Resilience Law is designed to fight climate change and build resilience to its effects.

It aims to accelerate the ecological transformation of our society and to raise awareness among and support all stakeholders in this indispensable transformation.

All parts of our lives are concerned and the law is structured around five themes: consumption, production, transport and mobility, lodging and food.

Slide 3 : Context

- Implemented after the 2019-2020 period of social movements, the Citizens' Climate Convention, participatory initiative decided by the President of the French Republic, gathered 150 citizens to define measures to reduce greenhouse gas emissions by at least 40% by 2030.
- 146 proposals were selected by the Government.
- This act was promulgated on August 22, 2021. It has over 300 clauses.
- The Climate and Resilience Act is largely based on these proposals of this Citizens' Convention.

Slide 4 The issues involved(part 1)

Consumption

- Consumers will be informed about the environmental impact when purchasing products or services.
- Advertising for fossil fuels will be banned in 2022, and advertising for the most polluting cars in 2028. Bulk selling will be developed especially in large and medium-sized supermarkets.
- In the field of agriculture, an action plan will be developed to reduce the use of fertilizers by 2024. .

Production and energy

Biodiversity and the fight against carbon dioxide emissions or highly emitting gases such as methane will be integrated into the same national strategy. Public contracts and orders will have to take ecological criteria into account. Employees will be able to express themselves on the environmental strategy of their company.

Renewable energies (wind, photovoltaic, methanisation, green hydrogen, etc.) are favoured while involving citizens. The construction of wind turbines will be better supervised. Nuclear electricity remains the central lever for achieving the "carbon neutrality" target by 2050" (Electricity in France is produced three-quarters by nuclear reactors), any nuclear reactor shutdown must take into account the security of supply and the reduction of greenhouse gas emissions. (no way of building coal-fired power plants to replace nuclear reactors)

Slide 5 : The issues involved(part 2)

Lodging and soil artificialization

The thermal quality of the buildings follows a classification from A to G (from best to worst). Poorly insulated housing can no longer be rented. This will be the case for buildings classified G in 2025, classified F in 2028 and classified E in 2034

Financial assistance will be provided to all households to carry out the insulation work.

the concretisation of the land is framed and the net zero artificialization will have to be reached by 2050.

The law in the service of the environment

The law toughens criminal penalties in the event of damage to the environment by the creation of a crime of endangerment of the environment (we are in the case of exposure of the environment to a risk of sustainable

degradation) or a general offense of pollution of the environment in case of proven pollution.

Mobility and transport

This is what I will develop afterwards

Slide 6 : Focus on transport and mobility

Objective: Decarbonize transport by developing less polluting mobility and improve air quality

Less airplanes and more trains

Carbon compensation will be mandatory for all domestic flights by 2024.

Flights will be prohibited when there is an alternative train in less than 2h30, with the exception of flights mostly taken by passengers traveling to a more distant destination. Train-to-plane connections at airports will be facilitated, such as the recent combined tickets offered by SNCF (the french railway company) and Air France (the french airline company).

Slide 7 : Less polluted cities (part 1)

Creation of low emission zones (LEZ)

During pollution peaks, traffic restrictions can be put in place (traffic moderation, reduction of maximum authorised speeds, differentiated traffic). However, when air quality standards are not met on a regular basis, Low Emission Zones (LEZ) become mandatory. A LEZ is a regulatory tool to fight pollution emitted by road traffic, mainly pollutants such as nitrogen oxides (NO₂ in particular) and fine particles. They are included in the Mobility Orientation Law voted in 2019 and aimed at improving daily transport. Local authorities can implement one or more LEZs on all or part of their territory. Currently, France has 10 LEZs established in cities that do not regularly comply with air quality limit values.

The Climate and Resilience Act now specifies that all agglomerations with more than 150,000 inhabitants will have to set up a low-emission zone (LEZ-m), so 33 new LEZ-m. In these zones, from 1 January 2023, traffic restrictions will apply to the oldest diesel and petrol vehicles. From year to year, this measure will harden to include only the most recent vehicles and therefore the least polluting vehicles.

On an experimental basis, for three years, the public authority in charge of managing a LEZ will be able to create traffic lanes reserved for public transport vehicles, taxis, carpool vehicles, and vehicles with very low emissions.

Slide 8 : Less polluted cities (part 2)

Helping households to change their vehicle

A zero-interest loan will be tested for two years, starting in 2023, to help the poorest households living in LEZ to finance their change of vehicle, in addition to the aid already provided (like ecological bonus).

End of sales of vehicles emitting more than 95 g of dioxyd of carbon by km in 2030

The sale of cars emitting more than 95 g of dioxyd of carbon by km will be banned in 2030, thus setting a trajectory towards 2040 to end the use of combustion engine vehicles. This date is even optimistic as the European Commission has brought forward the date of the ban on internal combustion engines to 2035. (decision of July 2021)

Other measures to promote alternatives to the private car

Creation or development of car parks near railway stations or at the entrances to cities, with a number of parking spaces consistent with the conditions of regular public transport services in the area covered by the mobility plan.

Creation of reserved lanes for carpooling

Incentives to develop cycle paths or parking areas and extended financial support for electric bicycles.

Slide 9 : Transport of goods

Regarding the road transport of goods, the law sets the objective of ending the sale of heavy trucks using mainly fossil fuels by 2040 and the gradual elimination of the tax advantage on diesel by 2030. The law also imposes eco-driving training for road drivers.

The Mobility Orientation Law of 24 December 2019 provides for the implementation of a strategy for the development of rail freight. The Government continues to provide financial assistance to rail freight with the objective of doubling its modal share by 2030, in particular through the development and operation of multi-modal freight terminals.

The Government is authorized to take measures allowing voluntary regions (usually border regions) to create a specific contribution from 2024 for road freight vehicles using the national public road domain lanes.

Slide 10 : Financing of measures by the French Government

On 12 October 2021, the government announced a 30 billion euro investment plan for cutting-edge technologies to revitalise economic and industrial activities. The transport sector has been allocated 4 billion euro, including the objective of producing 2 million electric and hybrid vehicles by 2030.

On 20 and 21 October, the government also announced its "strategy for accelerating the digitalisation and decarbonisation of mobility". 570 million will be devoted to the realisation of projects for the mobility of people and goods within the framework of the 4th investment programme for the future. They are divided into 3 points:

- The Call for projects for 'the digitisation and decarbonization of rail transport'
- The Call for projects 'Automated road mobility, connected and low-carbon service infrastructures' (example : development of passenger shuttles or delivery robots);
- The Logistics 4.0 call for projects (digitisation of logistics chains from the borders of the territory to the last kilometre, blockchain technology);