

Communiqué DE PRESSE

Paris, 8 December 2022

In 10 years, while the French's domestic mobility has increased only slightly, the sharp rise in their international travel has been accompanied by a clear increase in greenhouse gas emissions.

The French Transport Regulatory Authority (ART) has published its second multimodal report "Passenger transport in France - Overview of short and long-distance mobility (volume 2): changes in mobility since 2008 and during the health crisis with regard to their environmental impact". This second multimodal report provides an overview of the evolution of French mobility between 2008 and 2019 and sheds light on its environmental impact. It presents an analysis of the consequences of the Covid-19 health crisis on mobility in 2020 and 2021, as well as a focus on the development of digital mobility services. Having become a multimodal sectoral regulator following the extension of its competences to several transport sectors between 2015 and 2019, ART, with the publication of this second report, analyses the different segments of the transport market in a cross-sectional manner, in accordance with its strategic guidelines for 2021-2022.

IN 2019, THE FRENCH'S LONG-DISTANCE MOBILITY ACCOUNTS FOR A LITTLE MORE THAN 1% OF THE TRIPS MADE BUT REPRESENTS ALMOST HALF OF THE DISTANCES TRAVELLED AND THE CO2 EMISSIONS.

In 2019, the French travelled 1,001 billion kilometres. While 99% of the 62 billion journeys were made over short distances, for a variety of reasons (work, school, leisure or personal), long-distance mobility is mainly for leisure and travel and covers 45% of the total distance travelled. This long-distance mobility, mainly made by private vehicle or by plane, contributes to greenhouse gas emissions in a similar proportion to short-distance mobility, which is still largely made by private vehicle.

THE MODAL SHARE OF PUBLIC TRANSPORT AND ACTIVE MODES, SUCH AS CYCLING AND WALKING, IS INCREASING SLIGHTLY IN SHORT-DISTANCE MOBILITY

Driven by an increase in leisure and visiting travel, the evolution of short-distance mobility (+3% of trips) shows a slight increase (1 percentage point) in the modal share of both public transport and active modes since 2008. This increase does not, however, limit the rise in greenhouse gases, linked to the increase in the average distance travelled by private vehicles. However, since 40% of car journeys are very short (less than 5 km), a shift towards more carbon-efficient short-distance mobility appears possible.

DUE TO THE SURGE IN INTERNATIONAL AIR TRAVEL, LONG-DISTANCE MOBILITY INCREASED SHARPLY OVER THE 2008-2019 PERIOD, WITH AN ASSOCIATED INCREASE IN GREENHOUSE GAS EMISSIONS

The surge in international air travel over the last ten years explains the 8% and 35% increase in long-distance travel and kilometres travelled respectively. This growth, which has benefited the French population as a whole, is however, proportionally, borne primarily by the wealthiest quarter of the population. For domestic travel, the deployment of low-cost transport offers explains the increase in the use of public transport. These developments are accompanied by a sharp rise in greenhouse gas emissions, even though an improvement in the energy efficiency of air transport can be noted.

WHILE THE IMPACT OF THE HEALTH CRISIS IS RAPIDLY RECEDING, IT HAS BEEN A MAJOR SHOCK TO ALL PUBLIC TRANSPORT

The Covid-19 crisis has resulted in a 24% reduction in passenger numbers over the entire year 2020 compared to 2019. While air and coach transport have been the most affected by this crisis, private vehicles and soft modes have seen smaller falls and a faster recovery. The contraction in supply appears to be more differentiated depending on the mode: regional transport is thus characterised by a continuation of its supply at a level fairly close to 2019, due to a demand for continuity of services by the public transport authorities. These developments are accompanied by a reduction in greenhouse gas emissions from the transport sector estimated at 17% in 2020.

THE STRONG DEVELOPMENT OF DIGITAL MOBILITY SERVICES SINCE 2010 HAS NOT YET HAD A SIGNIFICANT IMPACT ON INTERMODALITY AND MODAL CHOICES

Digital mobility services - real-time information search, route calculation and ticketing tools - have become complementary to transport services and form an "enhanced" offer essential to operators in order to meet the new habits of transport users. While their development is accompanied by an increase in the share of ticket sales via digital channels (smartphones, etc.), their impact on the modes of transport used, on the modal shift from the car to other modes of transport, for example, or on the increase in travels using several different modes of transport (intermodality) has not been proven on a large scale. The expected benefits in terms of reduced greenhouse gas emissions are therefore not yet observed.

For further details

- [Report "Passenger transport in France - Overview of short and long distance mobility \(volume 2\): changes in mobility since 2008 and during the health crisis with regard to their environmental impact » - December 2022 \(in French\)](#)
- [Press release \(in French\)](#)

About the French Transport Regulatory Authority (ART)

Since 2010, the French railway sector has had an independent authority to accompany its gradual opening to competition: the Autorité de régulation des activités ferroviaires (Araf). Law 2015-990 of 6 August 2015 on growth, activity and equal economic opportunity extended the regulator's powers to road activities - coach transport and motorways.

On 15 October 2015, Araf became the Autorité de régulation des activités ferroviaires et routières (Arafer), with the mission to contribute to the proper functioning of public service and competitive activities for the benefit of rail and road transport customers.

With competence for the regulation of airport charges since 1 October 2019, Arafer became the Transport Regulatory Authority (ART) on that date. Lastly, Law No. 2019-1428 of 24 December 2019 -mobility act- extended the Authority's powers and missions to the opening up of mobility and ticketing data, as well as to the regulation of infrastructure manager activities and security activities carried out by RATP in Île-de-France.

Its opinions and decisions are adopted by a college of five independent members chosen for their economic, legal or technical skills in the field of digital services or transport, or for their expertise in competition matters. It is chaired since 4th August 2022 by Philippe Richert, Vice-President and Acting President.