

Activities of FNAUT

EPF Conference Basel

15-16th March 2013

What is FNAUT?

- FNAUT is an umbrella organization for some 150 local associations as well as 10 nationwide organizations, of nearly 60.000 members throughout France
- FNAUT members are :
 - Urban transport, train, coach users groups
 - Groups acting for the defence of the rights of pedestrians, bicycle users, disabled persons
 - Groups promoting car-sharing and other « eco-responsible » uses of cars
 - Associations of victims or relatives of victims of car accidents,
 - Groups of citizens acting against new infrastructure projects (airports, roads), or for a better protection of the rights of victims of transport externalities (e.g. in airport neighbourhoods)
- FNAUT's originality ; it is both :
 - A government-recognized consumer advocacy group
 - An association advocating for the protection of the environment
 - A think-tank on transport issues
- FNAUT is strictly independent from political parties and from unions

FNAUT' objectives and proposals

Main objectives

- Make mobility easier and safer for all
- Reduce pollution and other damages against living environment in respect of transport activities
- Promote a sustainable development implying a reduction of energy waste as well as greenhouse gases emissions, i.e.
 - Less cars in towns
 - Less trucks on long distance journeys
 - Less planes on short distance journeys

FNAUT' objectives and proposals

FNAUT's proposals

- Develop all public transports (urban, inter-urban, rural)
- Promote walking and use of bicycles
- Develop rail and waterway as an alternative for goods transportation
- Reduce investments in roads and airports
- Make transport mode that are the most aggressive for environment accountable for their externalities
- Promote a balanced developing of territories as well as of urban areas, taking account of the needs of the fragile populations, and containing the urban sprawl (thus reducing demand for transport)

The activities of FNAUT

- Representation and defence of the users against transport operators and transport authorities
- Lobbying actions towards Government staff and Members of Parliament
- Participation to meetings, conferences and public debates
- Organisation of seminars (urban density, congestion charge, middle-size towns)
- Production of studies (TGV-air competition, automobile taxation)
- Legal actions (litigations, environment, defence of rail legacy)
- Publication of the monthly newsletter FNAUT-Infos
- Communication work (press meetings, press release)

Works, inquiries and studies released by FNAUT are increasing FNAUT's own expertise, and contribute to its visibility

Examples of lobbying work from FNAUT 2012-2013

- Preserve the threatened interregional train services (TET*) and TGV services (e.g. Strasbourg-Bordeaux, Paris-Berne, etc..)
- Bring its contribution to the revision of *the Schema National des Infrastructures de Transports (SNIT)* and to the public debate procedure for major infrastructure projects (e.g. POCL**)
- Promote a “greener” taxation scheme
- Promote a reasonable market liberalisation for regional trains
- Object to transfer from rail to road in regional passengers services
- Oppose projects to abolish the vertical separation between rail infrastructure management and train operations
- Oppose to the sell out of the rail legacy (e.g Paris’ Petite Ceinture)

* TET stands for “Trains d’Equilibre du Territoire (see below)

** HSL project Paris-Orléans-Clermont-Ferrand-Lyon



Interregional trains – Current situation

- Context : Convention “TET” from December 2010
 - The State becomes the Transport Authority for the so-called “lignes d’aménagement du territoire”
 - The Convention sets the level of services :
 - Intermediary stations and number of stops (working day, week-end)
 - Number of trains in each direction (working day, week-end)
 - Quality of service
 - Maintenance and refurbishment of rolling stock
 - SNCF receives a yearly indemnity from the State*
 - The objectives of the Convention were :
 - To relaunch long distance services between major towns out of TGV network
 - To ensure a minimum irrigation of sparsely populated areas
 - To facilitate mobility within the great Paris region
 - To ensure investment for modernization of rolling stock (average 35 y. old)
- =>FNAUT strongly lobbied for the signature of this Convention, which made it possible to ensure the preservation of existing services at the date of the signature...which were already at a minimal level (e.g. night trains)

* with includes an incentive scheme supposed to encourage an efficient management and the satisfaction of quality indicators)

Interregional trains - Which future?

The facts

- The current “Convention TET” expires on 31/12/2013
- The Transport Minister has not yet disclosed any official guidance..
- However a probable scenario could be :
 - Transfer to the regions of the Great Paris area services (e.g. Paris-Maubeuge, Paris-Boulogne) and of other short distance services
 - Scope of the TET convention reduced to a core network of long distance services linking together big towns (a threshold of 100.000 inhabitants seems to have been considered)



Interregional trains - Which future?

Major issues

- Which functions for TET trains ?
 - to service middle-size towns or big towns out of TGV reach
 - to offer a low cost alternative to TGV (e.g. Paris-Mulhouse) [a FNAUT proposal]
- Definition of the Intercités network
 - respective roles of TER and TET trains (possible pooling?)
 - Minimum level of services (number of trains per day)
 - Night trains
- Replacement of aging rolling stock
 - Which standards for new rolling stock?
 - Possible use of “Intercités” versions of Coradia (Bombardier) or Regiolis (Alstom)?

☛ A taboo issue : should be other operators than SNCF allowed to operate TET trains?



The revision of the SNIT – What is at stake

What is the SNIT (Schema National des Infrastructures de Transport)?

- a document issued by Sarkozy Government in the context of the environmental momentum of the “Grenelle de l’environnement” forum
- contains proposals in relation with transport infrastructure supposed to reduce the environmental footprint of transports, including major infrastructure projects

FNAUT (among others) criticized the SNIT when it was released

- absence of prioritization and of hierarchization between the projects (totalling more than €300 billion!)
- totally unrealistic
- in spite of a much advertised priority to rail vs. road or plane, still promote such projects like the new airport in the Nantes region

In this context, the Hollande government has appointed a commission to review it (the Duron Commission)

☛ **A major issue for the Duron Commission : which HSL lines should be built? Which should be postponed or abandoned?**

The revision of the SNIT – FNAUT’ stance

The financing issue

- A key rule : financial resources should be adapted to the objectives and not the contrary
- How : by implementing an environment-oriented taxation scheme
- Examples :
 - Road toll system on trucks (as did the Swiss with their RPLP scheme in order to finance new rail infrastructures)
 - Higher taxation of Diesel fuel
 - Congestion charge

Some projects that should be dropped

- The Airport project for the Nantes région (ND des Landes)
- The Seine-Nord Canal : limited impact on road freight, not yet evaluated environmental impact (e.g. water supply)
- Most highways projects (A831, A45, A51, NRL in Réunion)
=> these projects are generally justified by a fallacious argumentation :
 - to improve road safety
 - to improve accessibility of so-called “landlocked” territories
 - to alleviate “saturated” routes (but the more you do, the more you have to do)

The revision of the SNIT – FNAUT's stance

Priorities set by FNAUT

- Urban transports
 - Grand Paris project, with a first opening of lines connecting the *Petite-Couronne* (densely-populated area closest to Paris)
 - Other towns : to go on with the launching of tram projects or re-opening of peri-urban railway lines
- Conventional network
 - to accelerate the renovation of sections most affected by delayed maintenance
 - increase performance of the whole network (capacity, speed limit, etc...)
 - construction of new lines in specific cases : Roissy CDG-Creil, Paris-Mantes, shunt of Lyon dedicated to freight trains
- HSL : good projects must be launched without any moratorium
 - Bordeaux-Toulouse
 - Perpignan-Montpellier (missing link of the Paris-Barcelona axis)
 - Marseilles-Toulon and St-Raphael-Nice
 - the international tunnel of the Lyon-Turin axis
 - the second HSL Paris-Lyon

Green taxation – FNAUT's stance

- **To drop all anti-environment “fiscal niches”**
 - Adjust reimbursement ceiling for car expenses , which are currently overestimated and encourage possession of high consumption cars
 - Tax aviation fuel on domestic flights
 - Increase progressively Diesel taxes to match taxation on gasoline
 - Abolish bonus for the acquisition of “ecological” cars
- **Ensure social equity**
 - Cancel VAT increase on public transport fares (VAT intermediary rate shall jump from 5,5% in 2012 to 7% in 2013 and 10% in 2014)
 - Implement a targeted compensation (e.g. tax credit) for low revenue people that are totally dependant from cars, as in rural areas

Thank you for your attention!

