The city of Paris wants to become a leader on air quality improvement measures and wishes to reach 50% non-diesel deliveries in Paris by 2017, 100% by 2020. A realistic plan and effective measures were set up and announced in Feb 2015.

Progressively, until 2020, all vehicles below Euro 4 will be banned. An enforcement system is being applied. Financial support is offered for small companies.

Main benefits of the LEZ in Paris are environmental through lower air pollutants concentrations
• Improved health through better air quality
• Main benefits of the support to commercial transport activities are economic, with the cost reduction for clean vehicle usage

**Benefits:**

- Main benefits of the LEZ in Paris are environmental through lower air pollutants concentrations
- Improved health through better air quality
- Main benefits of the support to commercial transport activities are economic, with the cost reduction for clean vehicle usage

**Success Factors:**

- Enforcement is a key issue. The specificities of the Paris LEZ are the actions supporting commercial transport small companies.

**Supported Strategic Targets:**

- Competitive logistics and transport system
- Increased competitiveness
- Reduced emissions

**Starting Point/Objectives/Motivation:**

**Main problem or motivation that led to the development of the new practice**
Very bad air quality in central urban area of Paris, especially at certain times and weather situations

**What was the common practice before the implementation?**
More than 95% of freight vehicles in Paris were diesel or gasoline powered vehicles.

**Purpose and sustainability objective**
• Develop a clean fleet
• Lower air pollutants concentration in Paris

**Solution**
In the first step, from 1 July 2015, heavy trucks, buses and coaches ≤ Euro 2 will be banned from 8am until 8pm every day; in the second step, from 1 July 2016, heavy trucks, buses and coaches ≤ Euro 2 will be banned 24/7 and other vehicles ≤ Euro 1 will be banned from Monday to Friday. Then, third step, between 2017 and 2020, all vehicles ≤ Euro 2, 3 & 4 will be gradually banned. The control will be manual in the first step (vehicles will be stopped and controlled by the municipal police). In the second step, the control will still be manual but with the Implementation of a national stickers system, and done by the national police. In the future (from 2017) automated control (RFID) is being envisaged. An exemption system is being defined for very specific vehicles.
Cost for the city:
The Municipality of Paris budget for the financial assistance for the replacement of old vehicles owned by small companies is 12 millions €.
The cost of enforcement is not yet known.
Costs for companies will probably vary according to their size: large companies should be able to displace their old vehicles to other regions, out of the LEZ, while small enterprise don’t have this possibility.

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(checked on 18 Dec 2015)

More information:
What type of financing is presently applied/planned (partnership, private, public funding)?
Small companies wishing to replace an old vehicle by a “clean” vehicle (gas or electricity) may benefit from a maximum subvention of 15% of vehicle price: € 3000 for LGV < 2.5 t; € 6000 for LGV > 2.5 t; € 9000 for HGV;
12 million € budget and additional financial assistance are provided by the French state (maximum € 10000 or 27% of acquisition price). In return, the beneficiaries have to keep their vehicles for 3 years minimum.

Transport mode or supply chain elements:
• Road
• Last Mile Logistics

Main actors involved
• Local authority
• Operators and fleet owners

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