

# Curbing the SUV boom in Paris

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# Context of the measure

A concrete result of the public consultation carried out in 2020

October 2020 – February 2021 : Launch of « Etats Généraux du stationnement » (General Assembly on Parking)

**Goal → Reduce the number of on-street park by half in 2026**

Some measures have already been launched:

- **Paid** on-street parking for **motorbikes and scooters**
- **Revegetation** of on-street parking
- Creation of **charging stations** for electric vehicles



Before

After

# Context of the measure

A changing motorized fleet characterized by increased penetration of high weight vehicles

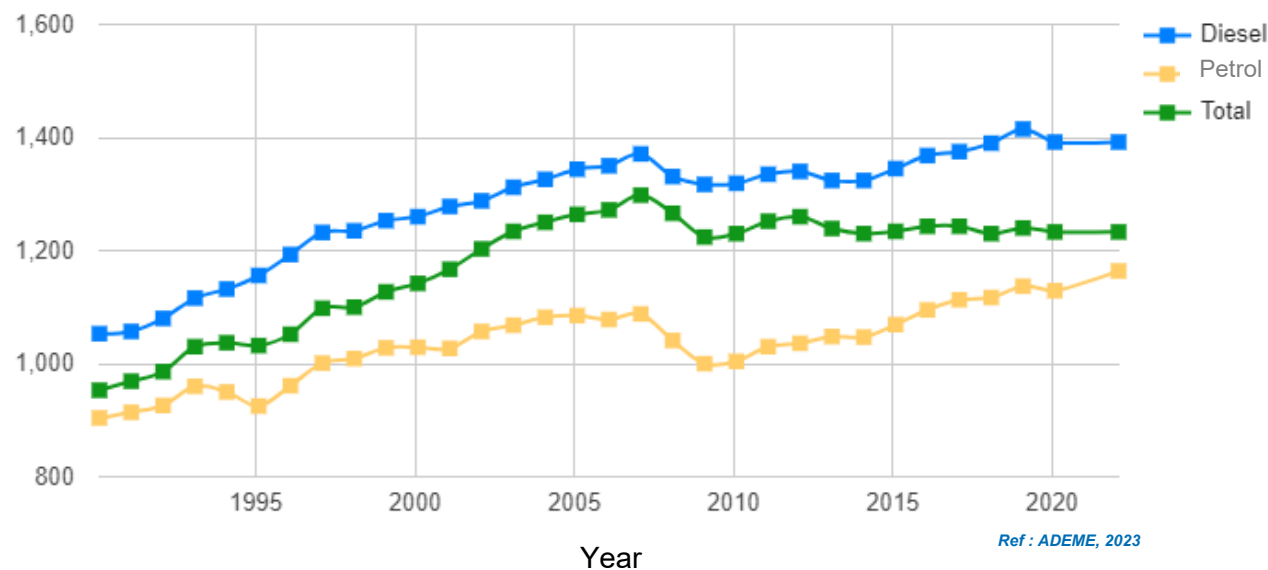
Since the 1990s :

Increased penetration of new high weight vehicles : from an average of 975 kg in 1990 to an average weight of 1233 kg in 2022 → a 26% increase in 32 years !

In 2023 :

47% of new vehicle sales in France were SUVs, compared to only 12% in 2010.

## TRENDS IN THE AVERAGE WEIGHT OF NEW VEHICLES SOLD IN FRANCE



# Increased vehicle weight = greater environmental impact?

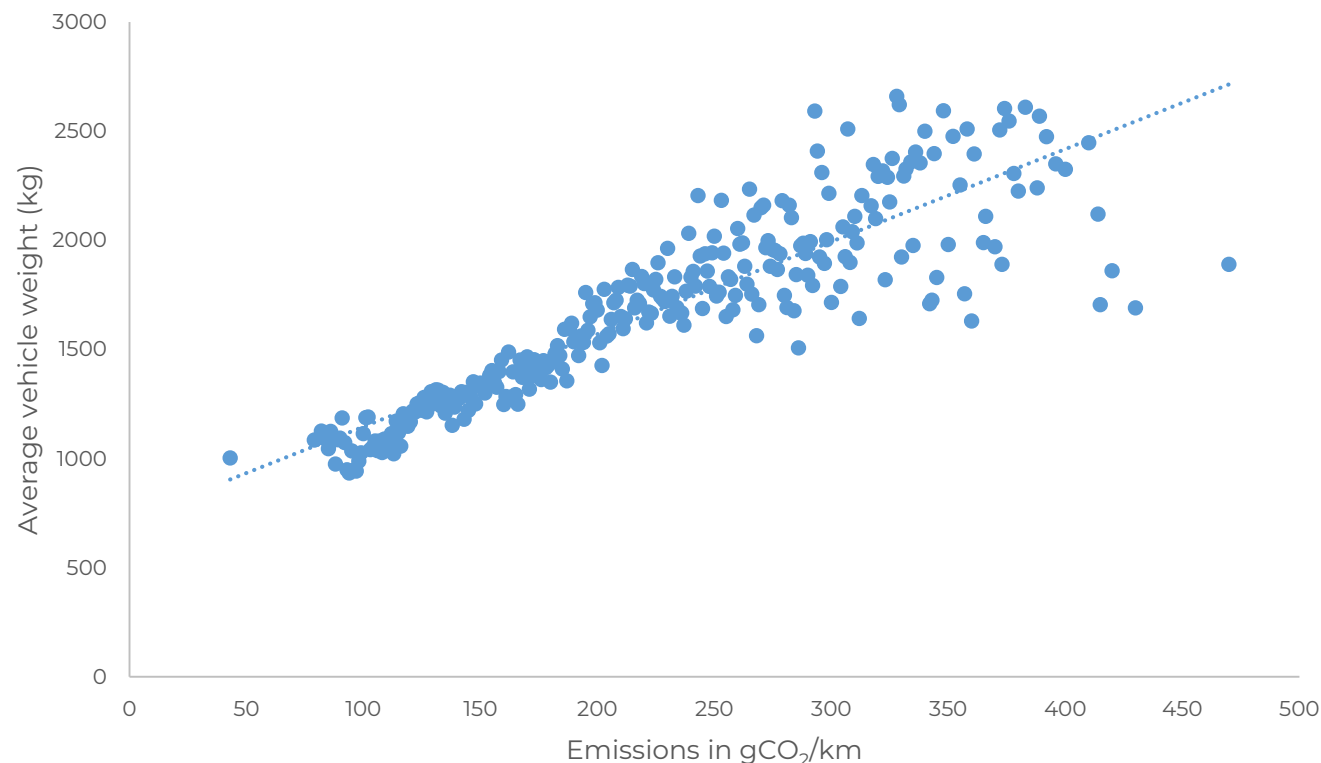
## An existing correlation between vehicle weight and CO<sub>2</sub> emissions

SUVs sold over the last decade (2010s) emitted **20% more CO<sub>2</sub>** than their light equivalents for every kilometer travelled.

Indeed, the **4.3 million SUVs sold in France over the past decade have a carbon footprint equivalent to 25 million electric city cars**

*(Credit : WWF France, October 2020)*

Link between the average weight of internal combustion vehicles and CO<sub>2</sub> emissions



# Vehicles that cause more accidents?

**In 2015 :** (Ref : National Highway Traffic Safety Administration, USA)

*“Pedestrians were 2 to 3 times more likely to be involved in an accident with an SUV than with a light vehicle.”*

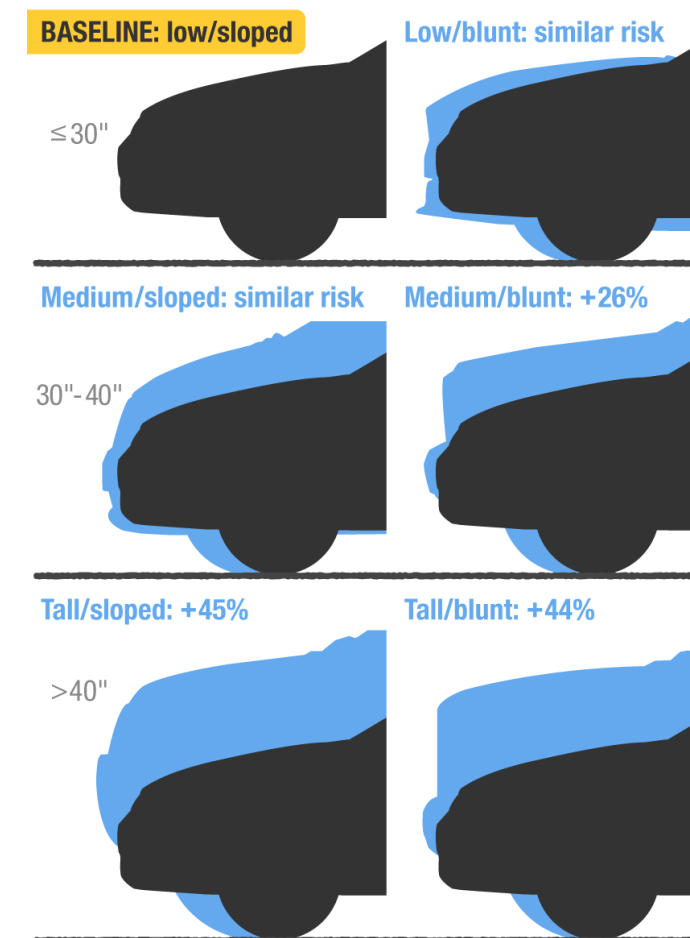
**In 2021 :** (Ref : Nature)

*“For every 500 kg increase in vehicle weight, the risk of death in a collision with a pedestrian increases by 12%.”*

## The reason ? :

**The design of the vehicle's front-end structure :** the higher height of the bumper and bonnet can increase the risk of injury when a pedestrian is struck by such a vehicle

**Comparative risk of pedestrian fatality by hood leading edge height and shape**



# A measure voted on and chosen by Parisians



On February 4 : referendum organized on the creation of a new parking fare for heavy vehicles :

“**For** or **against** the creation of a specific fare for parking heavy, cumbersome, polluting private cars ?”

- 78.121 Parisians voted in 222 polling stations in all arrondissements.
- 54.5% of them were in **favor** of creating a special fare.





# What is the proposed measure?

- After the referendum, The City of Paris proposed to **triple visitor parking fare** for the vehicles concerned.
- The Paris City Council has passed a resolution to this effect, applying the measure from **1 October 2024**.

## Who will be affected ?

1. **Combustion weighing 1.6 tones or more**
2. **Electric vehicle or plug-in hybrid vehicle weighing 2 tones or more**

## How is this controlled?

- By identifying the weight of the vehicle on the **registration certificate**.
- Parking payment app and parking meters operators now receive **the national database of registration certificates** (called SIV) on a daily basis.

### Creation of an heavy fare

Duration	Central Paris		Outskirts	
1h	6€	18€	4€	12€
2h	12€	36€	8€	24€
3h	24€	72€	16€	48€
4h	39€	117€	26€	78€
5h	57€	171€	38€	114€
6h	75€	225€	50€	150€



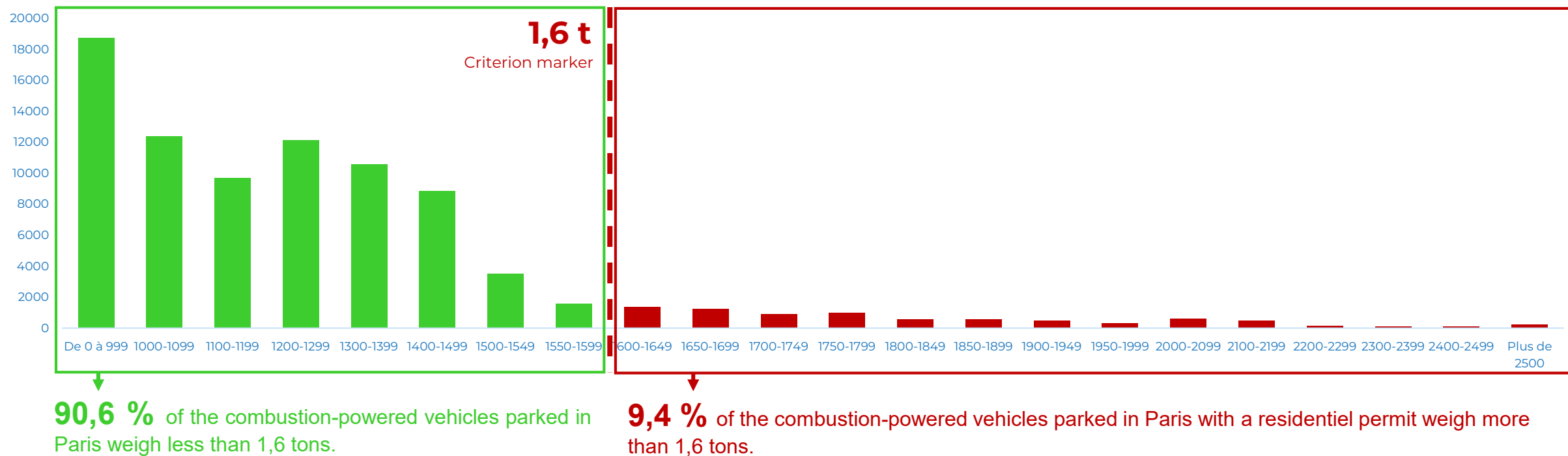
Normal fare



Heavy fare

# How many cars will be affected in Paris?

Distribution of the weight of combustion-powered vehicles parked in Paris (petrol and diesel)



**For the plug-in hybrid fleet : 21% of the fleet weighs more than 2 tons and will be affected by the measure**

**For the electric fleet : 5% of the fleet weighs more than 2 tons and will be affected**



## To conclude...



Increase in average weight of vehicles contributes to a **notable increase in local pollutants and GHG emissions**

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Bigger cars with increased height and width can lead **to increased pedestrian accidents**

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A measure that is in line with a more general policy of **transforming parking spaces into modular sites**

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A preventative measure that was **voted on by Parisians, and replicated** in other French cities like Lyon

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DU 04 FÉVRIER 2024

# Thank you for your attention!



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