



MINISTÈRE
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Press kit

Presentation of the bill to the Council of Ministers

10 february 2021

A LAW TO GET FRENCH SOCIETY IN THE AGE OF ECOLOGY



In the same way that founding laws on freedom of the press and secularism laid down the core principles of the Republic in the early 20th century, the law drawn from the work of the Citizen's Climate Convention will sustainably anchor ecology in our contemporary society.

This text has already paved the way for a new type of law-making, based on a more participatory democracy. It will also enable us to transform our society and growth model and bring about significant changes.

With this law, environmental concerns will become an integral part of the daily lives of French citizens, helping them to make more sustainable decisions when it comes to travel, housing, consumption and production.

The law aims to get us through the crucial «last mile» of the transition : a significant change in our lifestyles. This text aims to do just that, by placing ecology at the heart of the French model and to permeate the most fundamental aspects of French society : schools, public services, corporate life, justice, but also housing and town planning, advertising, and transport for work and holidays.

This law will not only have consequences on economical institutions to bring about a faster reduction in carbon intensity, it will innervate our culture, promoting environmental education, responsible advertising and reduced consumption.

France is proud to lead these transformations in the face of a major health crisis coupled with an economic and social crisis. At a time when, more than ever before, we are all more aware of our vulnerability, it is our duty to prepare ourselves for the greatest systemic threat of the coming century. It is our duty to take action to create a less wasteful and more resilient society, in which our fellow citizens will live better lives and will be able to cope with the impacts of climate change.

This bill complements and accelerates the major laws of this five-year term focusing on ecology, such as the agriculture and food law, the energy-climate law, the mobility orientation law and the anti-waste law for a circular economy ; as well as the recovery plan "France Relance", which sets out an unprecedented 30 billion euros of green investments over the next two years. Our country is now preparing a transformation law around 6 major themes, which will be the focus of parliamentary life for several weeks and will generate constructive societal debates about our future.

All these policies put us on track to meet our climate targets and lay the foundations for a continued ecological transition.

The contents of this press kit provide a closer look at some of the key measures of the 69 articles that make up the bill on combating climate change and strengthening resilience to its effects, referred to as the « Climate and Resilience » bill. After being presented to the Council of Ministers, the bill will be submitted to Parliament, which will have the role, as is required by our Constitution, of validating its content by the end of a process lasting several months, until the law is finally adopted, most likely by late summer, 2021.

We owe all of this to a new democratic experiment, called for by the President of the Republic, Emmanuel Macron : the Citizens' Climate Convention. An experiment to find the answers to the question of climate emergency, but also to ensure social acceptability of the proposed measures.

An experiment that few believed in when it was launched 18 months ago but which, thanks to the concerns and investment of a randomly selected pool of 150 citizens and the personal commitment of Emmanuel Macron, has become a catalyst for deep change.

Barbara Pompili

Minister for the Ecological Transition

WORK HISTORY

October 2019

Commencement of the work of the Citizens' Convention on Climate

- 150 randomly selected citizens meet over a period of 9 months to make proposals on the climate

June 2020

Presentation of the 149 proposals of the Citizens' Convention on Climate

- The citizens submit their proposals to the French President

July 2020

Ecological Defense Council

- Adoption of the first measures, including:
 - Ban on heated outdoor terraces
 - Moratorium on commercial developments

Autumn 2020

Consultations with the stakeholders on the citizens' proposals

- Thematic meetings are organised with the parliamentarians, local authorities, companies, trade unions and NGOs to share the proposals of the Citizens' Convention on Climate

September 2020

Presentation of the Recovery Plan and the draft finance bill for 2021

- France Relance earmarks **30 billion euros** for the ecological transition with measures such as:
 - doubling the "Ma Prime Rénov'" subsidies to renovate houses ;
 - boosting the bonus for clean cars.
- The finance bill for 2021 incorporates measures proposed by the Citizens' Convention, such as:
 - the introduction of a weight penalty on vehicles ;
 - the increase of the amount of the sustainable mobility package.

December 2020

Meeting of the citizens with the French President

- Working meetings with ministers and members of parliament on the 5 themes
- Announcement by the French President of a referendum to amend Article 1 of the Constitution to include climate and biodiversity

Adoption of the draft European Public Prosecutor's Office Act

- Creation of judicial public interest agreements (CJIP) on environmental matters
- Creating specialised jurisdictions in environmental matters

February 2021

Presentation of the draft Climate and Resilience bill resulting from the work of the Citizens' Convention on Climate at the Council of Ministers

March 2021

First reading of the draft Climate and Resilience bill resulting from the work of the Citizens' Convention on Climate at the National Assembly



REVIEW OF THE PROPOSALS OF THE CITIZENS' CONVENTION

149 proposals

- 146 proposals that will be implemented by the Government
- 3 rejected by the French President

40 %

of a legislative nature, most of which will be taken up in the draft Climate and Resilience bill,

which will be debated in Parliament in spring 2021. As well as in the draft European Public Prosecutor's Office Act adopted in December 2019 and in the amendment to Article 1 of the Constitution to include climate and biodiversity, which will be presented at the Council of Ministers early February.

20 %

of a fiscal and budgetary nature taken up in the 2021 draft finance bill,

in particular through the France Relance recovery plan.

Around
10 %

of a regulatory nature will be implemented by decrees and orders.

For example, this is the case with the ban on heated outdoor terraces or on the installation of oil-fired boilers, but also taking account of the Citizens' Convention's guidelines in the decrees relating to the anti-waste law for a circular economy or the mobility orientation law.

more than
5 %

pertaining exclusively to European and international negotiations

backed by France in European and UN bodies. It should be noted that beyond these measures, the implementation of which is exclusively international, a European backing is desirable or necessary for almost a quarter of the proposals from the Citizens' Convention.

25%

pertaining to other procedures,

which are neither prescriptive nor international. These are the proposals that can be directly implemented by the State agencies, such as the communication and awarenessraising campaigns of the French Agency for Ecological Transition (ADEME), instructions to the prefects in particular for the moratorium on new suburban commercial areas, national strategies or action plans such as the development of the National Strategic Plan or the National Biodiversity Strategy, and others.

Find the details of the implementation of all the measures (in French) :
www.ecologie.gouv.fr/suivi-convention-citoyenne-climat/



THE DRAFT CLIMATE AND RESILIENCE BILL

69 articles structured into 6 titles and 18 chapters

1.

Consumption

12 articles on environmental education, advertising, environmental display, and the circular economy

2.

Production and work

12 articles on social dialogue and the environment, the development of bulk buying, renewable energy, and the reform of the Mining Code

3.

Transport

14 articles on public transport, private cars, air quality, and air transport

4.

Housing

20 articles on the renovation of buildings and combatting soil artificialisation

5.

Food

8 articles on agricultural practices and food

6.

Strengthening the legal protection of the environment

3 articles reinforcing the penalties applicable to infringements of environmental law



FOCUS ON 12 KEY MEASURES OF THE DRAFT CLIMATE AND RESILIENCE BILL

1.

Creation of a CO₂ score to display the climate impact of the products and services consumed by French people

► **Article 1 of the draft Climate and Resilience bill** takes up the citizens' proposal to establish a climate display on products and services to inform about the climate impact of products and services, called a CO₂ score. The draft bill supplements the provisions of the anti-waste law for a circular economy, adopted in February 2020. The draft bill also provides the option to gradually make this display mandatory on various ranges of products and services as feedback on trials is received, subject to consistency with European law. A decree will also define the criteria for assessing goods and services with the most excessive climate impact of their category on this basis.

TODAY

Some economic players, as well as a few products and services (automobile, transport service) are already applying the display of the climate impact of their products and services on a voluntary basis.

TOMORROW

A common methodology will be implemented and, after a trial phase, the display of the climate impact of some products and services intended for French consumers will be mandatory in accordance with European law.

Informing consumers so that they can choose the products that have the least impact on the environment is essential, as is the importance of production and consumption patterns in the climate battle. This measure will make it possible to :

- Encourage companies to use eco-design in their products to reduce their climate impact and benefit from better CO₂ scores ;
- Inform consumers, who will be able to make an informed choice either within the same product category by selecting the product with the best CO₂ score among several of the same family, or limit their consumption of products with the greatest impact.



FOCUS ON 12 KEY MEASURES OF THE DRAFT CLIMATE AND RESILIENCE BILL

2.

Ban on fossil fuel advertising & advertising regulation

- **Article 4 of the draft Climate and Resilience bill** prohibits, upon its entry into force, the advertising of fossil fuels, due to their direct impact on greenhouse gas emissions.
- **Article 5 of the draft Climate and Resilience bill** introduces codes of good practice guaranteed by the French Audiovisual Council (CSA) so that companies commit to developing advertising while taking into account issues related to climate change.

TODAY

Advertising of fossil fuels (offers on petrol and diesel, oil and gas for heating, etc.) is authorised

TOMORROW

Fossil fuel advertising is banned

Codes of good practice will be signed with companies to reduce audiovisual commercial communication relating to products that have a significant impact on the environment. The CSA will report on the compliance with such codes in its annual report.

France becomes one of the first countries in the world to ban advertising of fossil fuels, due to their impact on the climate. With these measures for regulating the sector, which will be accompanied by voluntary commitments, France also becomes a pioneer in terms of the consideration given by the advertising world to issues associated with the fight against climate change. This measure will make it possible to :

- Prevent the promotion of fossil fuels as our country has embarked on the path of carbon neutrality, which involves a shift to 100% carbon-free energy ;
- Mobilise all the advertising players (communicators, broadcasters and advertisers) for more responsible advertising, supporting the ecological transition.



FOCUS ON 12 KEY MEASURES OF THE DRAFT CLIMATE AND RESILIENCE BILL

3.

Strengthening the power of mayors to regulate advertising displays, including inside shopping windows

- ▶ **Article 6 of the draft Climate and Resilience bill** transfers of the advertising policing to mayors and inter-municipalities.
- ▶ **Article 7 of the draft Climate and Resilience bill** allows mayors to regulate advertising displays facing outwards inside shop windows, in particular digital screens.

TODAY

The mayor or president of the inter-municipality can only control advertising if they have previously introduced a local advertising regulation. Otherwise, the State is in charge of this control

Mayors do not have the possibility to regulate the development of advertisements in shop windows, particularly on digital screens, as these displays have developed significantly.

TOMORROW

The mayor is fully authorised to ensure that the advertising policy is respected in the territory of their municipality

Mayors can regulate advertisements located inside shop windows but which are visible from the outside

In close collaboration with to grass-roots level organisation and the citizens of their administrations, mayors are those best able to define and enforce compliance with the regulations on advertising in order to adapt it to the various stakeholders of their territories. This measure will enable :

- ▶ Mayors to fully enforce the rules on advertising, for example when some displays do not comply with the law ;
- ▶ Mayors to integrate advertising installations and therefore the possibility, for example, to limit their size, or to set rules to turn them off during certain hours.



FOCUS ON 12 KEY MEASURES OF THE DRAFT CLIMATE AND RESILIENCE BILL

4

Low-emission zones in France's major cities

► **Article 27 of the draft Climate and Resilience bill** makes it mandatory to establish low-emission mobility zones (ZFE-m) for agglomerations of more than 150,000 inhabitants by 31 December 2024. In these areas, circulation of certain types of vehicles is prohibited, due to their level of emissions. Restrictions are provided for Crit'Air 3 vehicles in 2025 for zones that still exceed this. To facilitate the establishment of ZFE-m zones, the policing of the ZFE-m is transferred to the president of the public inter-municipality establishment for cooperation.

TODAY

Only agglomerations where pollution thresholds (about ten) are regularly exceeded are required to establish a ZFE-m zone

TOMORROW

All city agglomerations of more than 150,000 inhabitants must establish a ZFE-m zone. This represents a total of about 45 ZFE-m zones

Air pollution causes almost 48,000 premature deaths in France. Urban areas are often the most affected, and it is essential to organise more sustainable and less polluting transport in these territories, including by supporting increased cycling, car-sharing and public transport, for example. This measure will enable :

- Mayors, presidents of inter-municipalities and cities to define the most efficient parameters to combat air pollution in their territories ;
- Inhabitants of the areas concerned to benefit from a significant improvement in their living environment, with a positive impact on health.



5.

Ban on the sale of the most polluting vehicles in 2030

► **Article 25 of the draft Climate and Resilience bill** sets an objective of ending the sale of vehicles that emit more than 95g CO₂ (measured according to the NEDC cycle) with the exception of certain special-purpose vehicles (for example all-terrain vehicles for professional usage or in mountain areas) but these derogations may not exceed 5% of the annual sales of new cars by this point in time.

TODAY

The mobility orientation law sets an objective to end the sale of cars emitting greenhouse gases in 2040

TOMORROW

The sale of cars emitting more than 95g CO₂ NEDC will be banned in 2030, thus setting a trajectory to 2040. To be fully efficient, this measure will also have to be backed at European level

Cars account for more than half of the CO₂ emissions from transport, which is the sector that emits the most greenhouse gases in France (30% of emissions). Today, half of all vehicles sold emit more than 95g CO₂ NEDC. In order to achieve our climate objectives, the development of "zero emission" cars such as electric or hydrogen-powered vehicles is a priority. This measure will enable:

- Guide the French people towards the purchase of clean vehicles, by mobilising all the aid schemes such as the Conversion Premium or the Bonus for electric vehicles ;
- Give a clear signal to car manufacturers to encourage them to develop and market cleaner vehicles.



6.

Banning flights when there is an alternative by train for journeys of less than 2.5 hours

► **Article 36 of the Climate and Resilience bill** bans the use of aviation services for domestic journeys within national territory, if a rail alternative that emits less CO₂ is available in under 2.5 hours. A decree of the Council of State will set the conditions under which exceptions to this ban can be applied to aviation services that transport a majority of passengers on a connecting flight or that offer predominantly carbon-free air transport. To compliment this, the aviation and rail sector firms have joined forces to work on improving the quality of the air/rail intermodal offer in airports equipped with TGV stations.

TODAY

It is possible to travel from Nantes to Paris or Bordeaux to Paris by plane, even though a much less polluting train alternative exists.

TOMORROW

Non-connecting flights will be banned where a train alternative in under 2.5 hours exists.

The train-aeroplane connections in airports will be improved

France has become one of the first countries in the world to prioritise trains over air travel wherever possible. This measure will make it possible to :

- Limit emissions from air transport ;
- Promote inter-modality between air and public transport, such as trains, for example.



FOCUS ON 12 KEY MEASURES OF THE DRAFT CLIMATE AND RESILIENCE BILL

7.

100% of domestic flights must be offset

➤ **Article 38 of the draft Climate and Resilience bill** makes carbon offsetting mandatory for all aviation operators for emissions from domestic flights in mainland France, as well as on a voluntary basis for flights to and from French overseas territories. A progressive implementation timetable is applied, for the implementation of the measure to begin in 2022 and the offsetting of 100 % of emissions in 2024. Furthermore, in order to guarantee the environmental benefit of the measure, the types of carbon credits that can be used will be regulated, targeting in particular carbon sinks and projects supported in France.

TODAY

Airlines are free to decide whether or not to set up a carbon offsetting system for the flights they operate

TOMORROW

All airlines operating flights in mainland France will be required to fully offset the emissions related to these flights

France becomes one of the first countries in the world to make a carbon offsetting system mandatory for the aviation sector. Carbon offsetting makes it possible to capture the equivalent of the greenhouse gas emissions in carbon sinks (forests, soils) and thereby contributes to the fight against climate change. This measure will make it possible to :

- Significantly reduce the impact of the aviation sector on the climate ;
- Fund nature protection projects, in France and abroad, for example the protection of forests or the development of agro-ecology.



FOCUS ON 12 KEY MEASURES OF THE DRAFT CLIMATE AND RESILIENCE BILL



Halving the pace of soil artificialisation

- **Article 48 of the draft Climate and Resilience bill** defines the notion of soil artificialisation and enshrines in law the objective of halving the pace of land take over the next ten years compared to the previous decade.
- **Article 49 of the draft Climate and Resilience bill** organises the setting out of this objective by the local authorities, in collaboration with the State, through regional planning documents down to municipal and inter-municipal documents. This makes it possible to ensure compliance with the objective while adapting it to the needs of each territory in particular to guarantee their development.

TODAY

France has set a priority to limit new artificialisation projects with no goal or end point.

TOMORROW

By 2030, the rate of artificialisation should be cut by half and this measure will be applied by all the regional authorities.

Urban sprawl and soil artificialisation destroy and fragment natural, agricultural and woodland areas and therefore contribute directly to the degradation of ecosystem function and to the erosion of biodiversity, with the disappearance of bird, mammal and insect species, for example. They also contribute to global warming by reducing the capacity to absorb greenhouse gas emissions. Additionally, they can cause economic and social problems for the residents and regions (decline in the attractiveness of town centres, housing vacancy, closure of businesses, the poorest households having to live far from jobs and services). Artificialisation also accentuates the vulnerability of some areas to natural risks such as flooding and forest fires. This measure will make it possible to:

- Protect biodiversity which is a bulwark against climate change, particularly since 30 % of anthropogenic greenhouse gas emissions are absorbed by nature every year ;
- Reduce the consumption of space and encourage a more climate-focused urban planning ;
- Involve all the regions in more virtuous urban planning projects that combine combatting global warming with economic and social development.



FOCUS ON 12 KEY MEASURES OF THE DRAFT CLIMATE AND RESILIENCE BILL

9

Ban on renting out housing with heat leaks

➤ **Article 42 of the Climate and Resilience bill** bans the renting out of housing with heat leaks after 2028, to protect tenants from excessively high energy bills and to give the landlords enough time to complete renovation works on the properties they rent. Tenants of housing with heat leaks will be able to force their landlord to carry out renovations. Until 2028, it will be forbidden to raise the rent of housing in F and G categories (those with heat leaks) when a lease agreement is being renewed or the property is put back on the rental market (Article 41).

TODAY

It is possible to rent out housing with heat leaks except in cases where the property is deemed to be inadequate. The tenants are forced to pay very high heating bills.

TOMORROW

All housing with heat leaks will be deemed to be inadequate and will no longer be rentable without prior renovation works, as of 2028. One year after the promulgation of the law and before the renting ban comes into force in 2028, owners of these homes with heat leaks will have to renovate if they want to raise their rents.

There are around 4.8 million properties with heat leaks in France, for which the heating costs can reach several thousand euros per year. Moreover, housing is the second highest greenhouse gas emitting sector in our country, contributing to 20 % of national emissions. This measure will make it possible to :

- Reduce the energy bills of 1.7 million tenants ;
- Accelerate the rate of renovations while leaving enough time for the owners to complete the works ;
- Significantly reduce our greenhouse gas emissions.



10. Vegetarian options on offer every day in participating local authorities

➤ **Article 59 of the Climate and Resilience bill** puts into practice the proposal of the Citizens' Convention on Climate and makes it possible to start an experiment to offer a daily vegetarian option in public collective catering. This experiment will run for 2 years and will include an assessment of several key elements covering the impact on nutritional intake, on food waste, on the cost for the users and on the frequentation of these restaurants, whatever their size. This will make it possible to assess the results of such a measure in view of generalising the scheme if the feedback is positive, or of adapting it to make it work better.

TODAY

The regional authorities are free to choose whether or not they offer a daily vegetarian option in their collective catering services

TOMORROW

With this experiment, the number of authorities offering a daily vegetarian option should rise significantly.

According to the Intergovernmental Panel on Climate Change (IPCC) : "A balanced diet, which includes plant-based foods such as those based on whole grains, pulses, fruit and vegetables, nuts, seeds and food of animal origin produced in resilient and sustainable systems that emit few GHGs, offers excellent potential in terms of adaptation and mitigation and provides notable side-benefits for human health (high degree of confidence)." This measure will enable:

- Many French people to choose what they eat in accordance with their dietary preferences, and thus contribute to reducing the impact of our food system on the climate ;
- People to participate in raising awareness in France of the possibility of varying the diet so as to consume less animal protein.



11.

Meals comprising 50 % of products that are sustainable or have a Protected Designation of Origin or Quality label (of which 20 % must be organic) in all collective catering services

➤ **Article 60 of the Climate and Resilience bill** puts the citizens' proposal into practice. Thus, as soon as this provision comes into force, private collective catering firms (company canteens for example) will have until 2025 to start serving meals comprising at least 50 % sustainable or quality-certified products, of which 20% must be organic. The government has already set this goal for public collective catering (school canteens, care homes, etc.) with the *Égalim* law, adopted in 2018. From now on, thanks to the citizens of the Convention on Climate, all users of collective catering will be able to enjoy a higher quality meal offer.

TODAY

Only public collective catering (school canteens, hospitals, retirement homes, etc.) will be obliged to offer 50 % quality products, of which 20 % should be organic, as of 2022.

TOMORROW

All collective catering firms, both public and private, will be obliged to offer 50 % quality products and 20 % organic

- as of 2022 for public firms
- by 2025 for private firms

In France, collective catering firms produce around 3 billion meals a year (50 meals per French person, per year), with sales revenues amounting to 23 billion euros. This measure will make it possible to :

- Offer quality food to a large number of French people in canteens, company restaurants and retirement homes ;
- Promote the development of quality agricultural products that pay farmers better and are more environmentally friendly.



FOCUS ON 12 KEY MEASURES OF THE DRAFT CLIMATE AND RESILIENCE BILL

12. Creation of the criminal offence of ecocide

➤ **Article 68 of the Climate and Resilience bill** establishes a general pollution offence that will punish legal and natural persons who cause serious and lasting damage to the environment, in a clearly deliberate violation of prudential or safety regulations. In cases where the offenders could not have been unaware of the seriousness of the consequences of their actions, they will then be liable to penalties of up to 10 years' imprisonment and a fine of up to €4.5 million, or a fine of up to ten times the profit obtained by the offender by harming the environment. This offence of ecocide is therefore the most serious form of the general offence of pollution.

TODAY

Acts that cause the most serious intentional harm to the environment are subject to a maximum sentence of 3 years in prison and a fine of 150,000 euros.

TOMORROW

Acts that cause the most serious intentional harm to the environment will be subject to a maximum sentence of 10 years in prison and a fine of 4.5 million euros.

France is coming down harder on environmental vandalism.
This measure will make it possible to :

- strengthen the existing rules and sanctions.



SUMMARY OF THE CLIMATE AND RESILIENCE BILL RESULTING FROM THE WORK OF THE CITIZENS' CONVENTION ON CLIMATE

Title I - Consumption

Chapter I - Informing, training and raising awareness

- **Article 1** | Improvement of information for consumers about the carbon footprint of products
- **Article 2** | Affirmation of the fundamental and permanent role of education on sustainable development in primary and secondary schools
- **Article 3** | Expansion of the missions of the health and citizenship education committee to include sustainable development

Chapter II - Overseeing and regulating advertising

- **Article 4** | Ban advertising fossil fuels due to their direct impact on climate change
- **Article 5** | "Climate contract" agreed between the media, advertisers and the Audiovisual Council (CSA) to reduce advertising for polluting products
- **Article 6** | Decentralisation of advertising policing powers, henceforth to be exercised by the mayor
- **Article 7** | Possibility for mayors to regulate window display advertising via local advertising regulations
- **Article 8** | Ban on aerial advertising
- **Article 9** | Trial of the "Oui pub" (Yes Ads) project in the participating regional authorities for 36 months
- **Article 10** | Requirement for express consent from the consumer for the distribution of samples

Chapter III - Accelerating the development of bulk sales and glass container deposit schemes

- **Article 11** | Goal for 20 % of shop floor areas to be used for bulk sales by 2030 in large and medium-sized shops (shops with more than 400m² of shop floor area)
- **Article 12** | Glass container deposit schemes by 2025

Title II - Production and work

Chapter I - Greening the economy

- **Article 13** | Expansion of the list of product categories for which the manufacturers are required have spare parts available in minimal time
- **Article 14** | Coherence between the national research strategy and the national low carbon strategy
- **Article 15** | Greening of public procurement

Chapter II - Adapting employment to serve the ecological transition

- **Article 16** | Incorporation of the subject of the ecological transition into the remit of the Social and Economic Committee

- **Article 17** | Representatives with competence in the subject of the ecological transition in the regional committees for employment, training and vocational guidance (CREFOP)
- **Article 18** | The information and support campaign for SMEs and professional branches on issues linked to the environment and sustainable development conferred to competent operators (OPCO)

Chapter III - Protecting ecosystems and biodiversity

- **Article 19** | Protection of hydrosystems
- **Articles 20 and 21** | Reform of the mining code

Chapter IV - Promoting renewable energies for and by everyone

- **Article 22** | Enactment of the Multi-Annual Energy Plan (PPE) through the regional goals for the development of renewable energies
- **Article 23** | Development of renewable energy communities as one of the sections of the PPE
- **Article 24** | Expansion of the obligation to install renewable energy production systems or green roofs on commercial properties and warehouses by lowering the threshold from 1,000 m² to 500 m²

Title III - Transport

Chapter I - Promoting alternatives to private cars and the transition to a cleaner vehicle fleet

- **Article 25** | End of sales of vehicles emitting more than 95 gCO₂/km NEDC in 2030
- **Article 26** | Development of park-and-ride schemes
- **Article 27** | Introduction of low transport emission zones (ZFE-m) in city agglomerations of more than 150,000 inhabitants by 31 December 2024
- **Article 28** | 3-year trial of the installation of reserved lanes
- **Article 29** | Attractive pricing for trains supported by the regions

Chapter II - Optimising road goods transport and reducing emissions

- **Article 30** | Progressive removal of the tax advantage in the TICPE (domestic consumption tax on petroleum products) between 2023 and 2030
- **Article 31** | Eco-driving training for road transport drivers
- **Article 32** | Authorisation to legislate by decree to allow the introduction of a specific contribution based on goods road transport for the regions owning public highway land who would like to introduce such legislation.
- **Article 33** | Incorporation of goods transport emissions into the DPEF (extra-financial performance declaration)

Chapter III - Acting at local level with businesses and public administrations to better organise transport

- **Article 34** | Inclusion of randomly selected citizens in the organising transport authorities

Chapter IV - Limiting air transport emissions and promoting train/air inter-modality

- **Article 35** | Evolution of the solidarity tax on airline tickets when traffic returns to its 2019 levels and in the absence of progress at European level
- **Article 36** | Ban on domestic flights where a train route exists taking under 2.5 hours
- **Article 37** | Ban on new airports or airport extensions with the aim of increasing capacity
- **Article 38** | Carbon offsetting of emissions from domestic flights

Title IV - Housing

Chapter I - Renovating buildings

- **Article 39** | Legislative basis for energy performance certificate labelling (EPC)
- **Article 40** | Opposable energy audit
- **Article 41** | Rent freeze for housing with heat leaks
- **Article 42** | Ban on renting out housing with heat leaks as of 1 January 2028
- **Article 43** | Public service for residential energy performance (one-stop shop)
- **Article 44** | Multi-annual plan for renovations and corresponding provisions in the shared ownership renovation funds for shared ownership properties
- **Article 45** | Authorisation for the Government to modify the texts by means of an order

Chapter II - Reducing energy consumption

- **Article 46** | Legislative basis for banning heated outdoor terraces

Chapter III - Combatting soil artificialisation by adapting urban planning rules

- **Article 47** | Goal to reduce the rate of artificialisation by a half over the next ten years compared to the previous decade (including a definition of the artificialisation)
- **Article 48** | Artificialisation definition
- **Article 49** | Enactment of the goal to reduce artificialisation by a half in the urban planning and development documents
- **Article 50** | Annual report to take stock of soil artificialisation
- **Article 51** | Minimum density for large urban planning projects implemented in the framework of the provisions for large urbanisation operations (GOU)
- **Article 52** | General principle to ban the creation of new retail space that results in soil artificialisation

- **Article 53** | Economic activity zones
- **Article 54** | Potential for building reversibility
- **Article 55** | Authorisation for the Government to legislate by decree to limit urban sprawl

Chapter IV - Combatting soil artificialisation to protect ecosystems

- **Article 56** | Writing into law the goals of the national strategy for protected areas 2020-2030
- **Article 57** | Right to pre-emption in sensitive natural areas

Chapter V - Adapting the territories to the effects of climate change

- **Article 58** | Adapting the coastline to the changing effects of climate change

Title V - Food

Chapter I - Promoting healthy, sustainable food production with low greenhouse gas emissions for everyone

- **Article 59** | Trial of a daily vegetarian option in the collective catering services of participating regional authorities
- **Article 60** | Expansion of the obligation to procure at least 50 % sustainable or quality products, of which at least 20 % should be from organic agriculture, in private collective catering starting in 2025
- **Article 61** | Addition of a climate aspect to the national plan for food and nutrition (PNAN)

Chapter II - Developing agroecology

- **Articles 62 and 63** | Trajectory for the reduction of emissions from the use of nitrogen fertilisers, with a tax trigger starting in 2024 if the targets are not met
- **Article 64** | Creation of a warning mechanism for businesses when they import from deforested areas
- **Article 65** | Compatibility of the goals of the future national strategic plan with the national strategies relating to the environment
- **Article 66** | Control of the fair trade label in terms of the ecological conditions

Title VI - Strengthening the legal protection of the environment

- **Article 67** | Criminal offence of endangering the environment
- **Article 68** | General criminal offence for polluting water and air, complemented by increased penalties for soils and the criminal offence of ecocide for more serious breaches
- **Article 69** | Obligation to repair damage



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