

Electric mobility in Paris

November 2014



Specific goals :

- A 60% reduction greenhouse gas emissions caused by traffic in Paris proper over the period 2001-2020
- A maximum emissions level of 500 000 teqCO₂ for all traffic in Paris proper
- Improved air quality and a reduction in atmospheric pollution
- A plan 2014-2020 to abandon diesel

25%
à 2020



- 8,000 Autolib' rentals per day in 2013
- 64 communes subscribing to Autolib' in summer 2014
- 700 recharging terminals installed progressively in 2014
- 1 subsidy for purchasing electric vehicles (taxis, two-wheel vehicles for private individuals)
- 6% of the taxi fleet renewed with electric vehicles
- 6 million euros invested in installing recharging terminals for electric vehicles in the streets

Paris Climate Plan

The electric and hybrid share of the municipal fleet in 2014

- 18% of vehicles
- 54 saloon cars and commercial vehicles (0% diesel saloon or city cars)
- A major increase in the fleet of electric two-wheel vehicles
- 10 carpooling sites progressively equipped with electric vehicles
- Developing electric bike sharing

To respond to the Paris Climate Plan objectives of improving air quality around main roads and reducing greenhouse gas emissions in the capital, several measures are being implemented for Paris automobile traffic. **Electric mobility for a less polluting use of vehicles** is one of these measures.

With **2,000 electric vehicles** distributed over nearly 850 stations, **Autolib'** has been an outstanding success since 2011, **providing 2,000 electric vehicles**. To **encourage Parisians to use electric vehicles**, the **City of Paris also provides aid for purchasing vehicles**. A subsidy that was extended to the end of 2014 provides aid for purchasing two-wheel electric vehicles, amounting to 33% of the purchase price and limited to 400 euros. In 2012, financing was provided for 6,500 electric vehicles and more than 300 electric mopeds in the first year of this system. In September 2013, a new subsidy **helped Parisian taxi drivers to purchase rechargeable hybrid vehicles and 100% electric vehicles**. Extended until 2015, the subsidy amounts to 4,000 euros for the purchase of a rechargeable hybrid vehicle and 7 000 euros for a 100% electric car. By consolidating the financial aid system set up by the City of Paris between 2008 and 2010 for the acquisition of hybrid vehicles emitting less than 120 g of CO₂/km, including 431 taxi drivers, Paris hopes to create a virtuous circle to promote the spontaneous acquisition of this type of vehicle.

In order to meet the needs of these electric vehicles, Paris **is investing 6 million euros to progressively install recharging terminals**. By the end of 2014, the capital will have more than one thousand of these terminals, making it

one of the densest networks of electric recharging terminals in Europe. These terminals, which are available to professionals and private individuals, will be distributed around Autolib' stations, service stations on the Boulevard Périphérique and at delivery zones.

As for bicycles, Paris will soon be testing the **electric Vélib'**.

Finally, the Paris administration is not falling behind in this area and is also adapting its municipal fleet to electric mobility: shared electric cars and scooters, electric cleaning machines.

Focus

Autolib', direct trace electric vehicle rental

Autolib' is managed by the Autolib' Métropole joint syndicate. In 2014 it consisted of 64 communes offering more than 2000 Bluecars. This is a "direct trace" public rental service whereby vehicles do not have to be returned to their pickup point. A big success since it was first launched, more than 2.7 million vehicles had been rented by the end of 2013. At the same time, there were 32,900 long-term subscribers and 8,000 rentals registered per day, with peaks at weekends and in the evening after 8:00 pm. 835 stations in the streets, 487 of them in Paris, and 14 in the capital's car parks distributed over the area.

Autolib' forms part of the journey policy developed by the City of Paris since 2001 in order to enable everyone to avail of a means of transport adapted to their needs.

[Learn all about Autolib'](#)

[Read "The giant Autolib' garage"](#)

Electric recharging terminals

In France since the beginning of 2013, 1 electric vehicle and 5 hybrid vehicles have been sold every hour. Paris provides recharging terminals in order to meet users' demands and encourage the transition to electric vehicles.

400 terminals have already been installed and an additional 700 will be deployed in 2014, at a cost of 6 million euros, thus making Paris one of the cities with the densest network of electric recharging terminals in Europe.

In the long term each Autolib' station will provide a "third party" recharging terminal for private users of electric vehicles. During the day, delivery services will have priority access to the recharging terminals installed at delivery points in all the arrondissements in the capital. By night, these same terminals will be available to local residents. For two years (2014/2016) the Sodetrel company, an affiliate of EDF, will supervise the operation of these new terminals supplied with 100% green energy, either hydroelectric or solar. Fast recharge terminals that recharge vehicles in 20 minutes maximum will be installed in the service stations located along the Boulevard Périphérique.

[Read the news on paris.fr](#)

Clean taxis in Paris

[Read the news on paris.fr](#)

For more information

Electric mobility in the Paris administration

- Specific goals for the administration by 2020:
 - **To integrate 5% of electric vehicles into the municipal fleet**
 - **To integrate 15% of hybrid vehicles into the municipal fleet**
- Goals for 2014:
 - **50% new electric or hybrid vehicles to replace city cars, sedans and small commercial vehicles**
 - **0% diesel city cars or sedans**

For its municipal fleet the City of Paris makes a point of progressively increasing the acquisition and use of electric and/or hybrid vehicles. To date, among its 2,600 vehicles, a figure that has fallen constantly since 2008, it has 54 hybrid vehicles, 3 of which are rechargeable, 12 light electric vehicles, 13 electric vehicles and 9 ebikes. And since 2012 the fleet of petrol-powered two-wheelers has been renewed with electric scooters and ebikes.

The City of Paris is very attentive to the development of fleets of electric vehicles in the capital, particularly in large business groups. In conjunction with the Corporate Vehicle Observatory, it recommends considering sharing these fleets but also recharging terminals, while encouraging slow night recharges in order to avoid destabilising the network in the long term and recharging with high-carbon electricity.

The City is also considering progressively equipping itself with less polluting vehicles for collecting household waste and cleaning streets in order to reduce pollution and noise levels. Different street-cleaning and waste-collecting hybrid and electric vehicles have thus been tested with a view to integrating them, depending on the feedback. A consumption gain in the region of 30% has been observed in hybrid washing equipment. In 2010, 3 electric commercial vehicles were introduced for collecting bulky refuse and 9 electric street sweepers were introduced in 2012.

In terms of research and development, the municipal services maintain a technical watchdog for electric mobility solutions and specific machines are tested, such as rechargeable hybrid vehicles (RHV).

- SEE ALSO THE SHEET ON THE PARIS ADMINISTRATION JOURNEY PLAN (PDAP)