

Bilaga 2 – Kompletterande svar

You may find the map included in the report on the following link :

<https://www.leparisien.fr/economie/les-transports-publics-gratuits-en-ville-une-idee-qui-avance-29-10-2017-7360788.php>

Free transportation in the Ile-de-France region during pollution peaks was introduced in 2014 by Jean-Paul Huchon, President of Stif and Ile-de-France, the predecessor of the current President of the region, Valérie Pécresse.

Concerning free transportation in other cities concerned, here are some interesting articles on this subject :

<http://www.obs-transport-gratuit.fr/les-villes-du-transport-gratuit-163/les-villes-du-transport-gratuit-184/>;

<https://www.francebleu.fr/infos/transports/transports-en-commun-gratuits-ce-qui-existe-ailleurs-en-france-1575304553>.

Free public transportation already exists in about 30 cities in France. One of the pioneers is Compiègne, which introduced the measure in 1975 and has maintained it ever since. The first conurbation with over 100,000 inhabitants to apply this free service was Aubagne in 2009, followed by Niort in 2017. The new milestone was reached with the introduction in Dunkirk, which has more than 200,000 inhabitants. It is currently the largest French agglomeration to apply free access, and it has as many inhabitants as Besançon.

The debate on free urban public transportation has been revived since the start of the school year and has now reached Bordeaux. Introduced in some cities in France to date, free transportation is only considered to concern small towns. In this case, only cities the size of Niort, Châteauroux, Aubagne or Dunkirk have actually taken the step. That is to say, where revenues (ticketing) would only cover a small part of the cost of the network.

Concerning the city of Dunkirk, in September 2018, the municipality of the North stuck stickers "bus 100% free 7 days a week" to all its buses, and the success was immediate: one year after its implementation, free transportation has exploded the use of the network by +85%, including +125% at weekends. Near Dunkirk, in Calais, the public transportation network became free in January 2020: ridership exploded by +70%.

In Toulouse, with the coronavirus epidemic, the Tisséo transport authority has announced that travel by streetcar, bus and metro will be free on its entire network from March 20, 2020.

The introduction of total or partial gratuity is now a recurring campaign theme in several other cities in France prior to municipal elections: Nantes, Metz, Clermont-Ferrand and even Paris. For example, Audrey Pulvar, who is expected to lead the left-wing "Île-de-France en commun" list for the next regional elections, defended her idea of free public transportation on Sunday, December 20, which she believes would save billions of euros in pollution and accidents.

At the same time, some cities have decided to introduce free public transportation for all users, but only on certain days. This is the case in Montpellier (34), where residents can use the bus and streetcar network free of charge every weekend. In Seine-Maritime, the city of Rouen (76) has been testing, since September 5, free transportation in the metropolitan area every Saturday. The experiment began in September and has lasted a year. In Strasbourg, buses and streetcars were free on Saturdays until October 3 2020.