

## The danger of Carbo-centrism for the measure of environmental footprint of urban transport

**Logistics and mobility are initiatives markers to take into account at high level, because there are at the heart of any problems of the city.**

**Very significant gains are observed thanks to both the optimization and sharing of the use of existing infrastructures and the emergence of a multitude of new solutions of passengers and freight transport, driven by the digital transformation of the sector.**

Unfortunately it must be noted that many initiatives are taken on the basis of erroneous rationales and stubborn preconceptions.

On the contrary, the underestimations of the benefits that would have been generated for the Society often stopped audacious and salutary initiatives.

For example, the "carbo-centrism" of criteria in urban logistics choices.

Actually, the nuisances are due for more than 50% to their impact on congestion, 25% on air pollution (mostly particulate matters and nitrogen oxides), the rest being split between the impact of noise and the one of climate change (CO2 and other greenhouse gases).

The objectives related to the reduction of greenhouse gases should not hide the need to measure with accuracy all other impacts before to take a decision in a space so concentrated as the cities of our regions.

It should also be underlined that the social and economic impacts such as congestion, or the impacts on health such as air pollution or noise, are localized and undergone, on a daily basis, by every citizen.

They directly and annually generate tens of billions of economic and sanitary costs, unlike climate change, which is long-term destructive and a global issue.

If CO2 reduction objectives also allow reducing air pollution, it remains essential to properly evaluate the overall impact of each initiative and allocate investment choices with fair knowledge.

Deliver a major metropolis using electric trucks would reduce CO2 emissions, but would also multiply at least by 10 congestion and particulate matters, as long as their payload is so low.

European TK'Blue Agency, founded in France at the beginning of 2012, decided to gather and analyze all the scientific work carried out since 2004 by the different laboratories and European universities in order to develop a methodology for evaluating the total costs of transportation nuisances, its negative externalities.

Recognized now by the scientific community, by the extra-financial rating agencies Vigeo-EIRIS and Sustainalytics, by large international contractors (Carrefour, Schneider, Procter & Gamble, Castorama, Sanofi, ...), this methodology allows all players to benefit from serious and accurate management tools in order to assess and measure the societal costs of transportation on a geographic and temporal perimeter, the TK'€.

The **Region Presidents** or **Mayors of large cities** or **Metropolis Presidents** could take advantage of this TK '€ indicator which enables to:

- » Largely exceed social-economic balances of logistics projects or implemented logistic solutions
- » Compare in the long-term the interest of infrastructure or infra-structural solutions
- » Justify asset-backed financing not only with a mere return on investment, but also with expected societal benefit for the community in Euros (avoided sanitary and economic costs)
- » To value the positive externalities of eco-responsible solutions for every citizen: time savings, comfort, health

Eco-responsible barometers on urban areas, cities or local areas would allow policymakers to measure in the short, medium and long-term the reality of societal benefits derived from land-use planning decisions and better pilot in view of the results achieved.

The TK '€ barometer will also benchmark

- » Territories among them, on reality of the achieved targets
- » Proposed projects, experiments or initiatives in order to select those with the most interesting – ... and realistic – overall objectives!