



Notification Number: 2018/69/F

Decree on urban passenger transport vehicles

Date received : 16/02/2018

End of Standstill : 17/05/2018

Message

Message 002

Communication from the Commission - TRIS/(2018) 00400

Directive (EU) 2015/1535

Translation of the message 001

Notification: 2018/0069/F

No abre el plazo - Nezaħajuje odklady - Fristerne indledes ikke - Kein Fristbeginn - Viivituste perioodi ei avata - Καμμία έναρξη προθεσμίας - Does not open the delays - N'ouvre pas de délais - Non fa decorrere la mora - Neietekmē atlikšanu - Atidėjimai nepradedami - Nem nyitja meg a késéset - Ma' jiftaħ il-perijodi ta' dawmien - Geen termijnbegin - Nie otwiera opóźnień - Não inicia o prazo - Neotvorí oneskorenia - Ne uvaja zamud - Määräaika ei ala tästä - Inleder ingen frist - He ce предвижда период на прекъсване - Nu deschide perioadele de stagnare - Nu deschide perioadele de stagnare.

(MSG: 201800400.EN)

1. Structured Information Line

MSG 002 IND 2018 0069 F EN 16-02-2018 F NOTIF

2. Member State

F

3. Department Responsible

Direction générale des entreprises – SQUALPI – Bât. Sieyès -Teledoc 151 – 61, Bd Vincent Auriol - 75703

PARIS Cedex 13

d9834.france@finances.gouv.fr

tél : 01 44 97 24 55

3. Originating Department

Ministère de la Transition écologique et solidaire

Direction générale de l'énergie et du climat

Sous-direction Sécurité et Émissions des véhicules

Bureau des véhicules lourds et des deux roues

92055 LA DEFENSE CEDEX

Téléphone : 01 40 81 81 32 / Télécopie : 01 40 81 83 59



sd6.scee.dgec@developpement-durable.gouv.fr
christine.force@developpement-durable.gouv.fr

4. Notification Number

2018/0069/F - T00T

5. Title

Decree on urban passenger transport vehicles

6. Products Concerned

Urban shuttles and articulated urban buses

7. Notification Under Another Act

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8. Main Content

Public passenger transport in urban and suburban areas is provided by buses and coaches. Given that the number of passengers is not constant throughout the day, manufacturers have developed prototype vehicles with modifiable passenger capacities. These new vehicles do not fall under the definitions in the international vehicle categories.

As there are no harmonised European rules in this area and the European Commission services do not have plans to legislate in the short or medium term, the intention is to approve the vehicles solely at national level. In such circumstances, the only means of allowing a new type of vehicle (urban shuttle) and group of vehicles (articulated urban buses) to be approved and circulate in built-up areas to transport passengers is to include the new mode of transport in the Highway Code [Code de la route]. This can be done in particular by creating a new definition under Article R311-1 for 'urban shuttle', namely: a motor vehicle designed and manufactured to transport passengers exclusively in built-up areas, not covered by the definitions in the international categories M1, M2 and M3 and with the capacity to transport, in addition to the driver, a minimum of 9 and a maximum of 16 passengers, of which a minimum of 4 and a maximum of 5 may be seated.

The option to transport passengers in towed vehicles will also be provided for by adding the following definition for 'articulated urban buses' under Article R311-1: a combination of connected vehicles exclusively providing a passenger transport service in built-up areas and comprising one motorised vehicle to transport passengers towing a maximum of three non-motorised vehicles.

The technical rules to ensure the safety of passengers and other road users will be laid down in specific decrees.

9. Brief Statement of Grounds

Economic issues:

The addition of these new vehicles (urban shuttles and articulated urban buses) may make it possible to develop new and innovative vehicles and support an emerging market.

Ecological issues:

These vehicles will be low-emission vehicles as defined in Decree No 2017-23 of 11 January 2017: vehicles with an electric motor, including vehicles powered by a hydrogen fuel cell, or which use a gaseous fuel if a proportion of the gas consumed comes from renewable sources.

This proportion of renewable gas must be a minimum of 20 % from 1 January 2020 and 30 % from 1 January



2025.

Road safety issues:

These vehicles will be manufactured with a maximum speed of 50 km/h and the maximum length of articulated urban buses will be 18.75 m.

10. Reference Documents - Basic Texts

Reference(s) to basic text(s): the Highway Code and in particular the articles referenced in the attached table

11. Invocation of the Emergency Procedure

No

12. Grounds for the Emergency

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13. Confidentiality

No

14. Fiscal measures

No

15. Impact assessment

-

16. TBT and SPS aspects

TBT aspect

No - the draft has no significant impact on international trade.

SPS aspect

No - the draft is neither a sanitary nor phytosanitary measure.

European Commission

Contact point Directive (EU) 2015/1535

Fax: +32 229 98043

email: grow-dir2015-1535-central@ec.europa.eu