



Notification Number: 2018/412/F

Decree on winter service vehicles

Date received : 16/08/2018

End of Standstill : 19/11/2018

Message

Message 002

Communication from the Commission - TRIS/(2018) 02244

Directive (EU) 2015/1535

Translation of the message 001

Notification: 2018/0412/F

No abre el plazo - Nezaahajuje 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 - Atidējimai nepradedami - Nem nyitja meg a késések - 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 - Не се предвижда период на прекъсване - Nu deschide perioadele de stagnare - Nu deschide perioadele de stagnare.

(MSG: 201802244.EN)

1. Structured Information Line

MSG 002 IND 2018 0412 F EN 16-08-2018 F NOTIF

2. Member State

F

3. Department Responsible

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3. Originating Department

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Direction générale de l'énergie et du climat

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4. Notification Number

2018/0412/F - T00T

5. Title

Decree on winter service vehicles

6. Products Concerned

Winter service vehicles

7. Notification Under Another Act

-

8. Main Content

Snow clearing on roads is carried out by winter service vehicles (WSVs), the definition of which is currently restricted to motor vehicles under the French Highway Code [Code de la route].

Snow clearing on motorways currently requires a train of snow-clearing vehicles comprising two or even three WSVs clearing in a staggered formation with one on each lane.

Having tested the extendible ploughs available on the French market without any real success, users have turned to countries which are particularly prone to this type of bad weather in order to examine the solutions they have put in place to ensure that their motorway networks are usable in winter.

The Towplow WSV consists of a motor vehicle with a spreading device and fitted with a plough at the front, and a towed vehicle which also has a spreading device and a lateral plough. This road train makes it possible for two lanes to be cleared of snow simultaneously, with the truck clearing the left lane and the trailer, which is at an angle to the vehicle towing it, clearing the right lane.

Owing to the positive results of tests carried out over two winter seasons as part of a trial, a roll out this type of WSV is envisaged on parts of the motorway network which are particularly prone to snowfall.

However, the current definition of winter service vehicles under Article R311-1(6.1) of the French Highway Code only provides for motor vehicles. It is therefore necessary to adapt the definition to include WSV trailers and authorise their use in an appropriate configuration for clearing snow from motorway lanes.

Orders will lay down the specific provisions governing the use of these trailers.

9. Brief Statement of Grounds

Economic factors:

The use of a single motor vehicle to simultaneously clear the snow from several lanes will make it possible to reduce the number of workers required.

Ecological factors:

This clearing method will also make it possible to minimise environmental impacts, as the overall emissions from a snow-clearing train comprising a truck and a trailer will be more environmentally friendly than that of a group of two trucks.

Road safety factors:



In addition to the need to mobilise significant material and human resources, the current clearing method using two or three motor vehicles travelling in a staggered formation creates situations which can be dangerous for both road users and those driving the vehicles. Despite it being prohibited to overtake a WSV during operation, cases are often recorded of drivers overtaking a train of snow-clearing WSVs at inopportune moments by slaloming between them. Conversely, a tight formation of WSVs would prevent them from being overtaken, but would also entail a delicate control of the vehicle's position, which would reduce the overall safety of the workers and equipment involved. Furthermore, this clearing method creates deposits of snow between the two lanes being cleared, which can make driving conditions dangerous in places.

10. Reference Documents - Basic Texts

Reference(s) to basic text(s): - Article R311-1 of the French Highway Code

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

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