



Notification Number: 2016/213/F

Order on the circulation of amphibious vessels

Date received : 10/05/2016

End of Standstill : 11/08/2016

Issue of comments by : Commission

Message

Message 002

Communication from the Commission - TRIS/(2016) 01402

Directive (EU) 2015/1535

Translation of the message 001

Notification: 2016/0213/F

No abre el plazo - Nezahajuje 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 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 - He ce предвижда период на прекъсване - Nu deschide perioadele de stagnare - Nu deschide perioadele de stagnare.

(MSG: 201601402.EN)

1. Structured Information Line

MSG 002 IND 2016 0213 F EN 10-05-2016 F NOTIF

2. Member State

F

3. Department Responsible

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3. Originating Department

Ministère de l'intérieur

Délégation à la sécurité et à la circulation routières (DSCR)

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4. Notification Number

2016/0213/F - T20T

5. Title

Order on the circulation of amphibious vessels

6. Products Concerned

Vehicles described as amphibious vessels

7. Notification Under Another Act

-

8. Main Content

The draft Order serves to define firstly the conditions for the circulation of vehicles described as amphibious vessels on the French road network and secondly their technical rules concerning equipment and signals.

Amphibious vessels are intended for leisure or rescue activities. These vehicles are equipped with wheels or tracks and are not predominantly intended for road use. They may carry a maximum of three people in addition to the driver and their top speed may not exceed 25 km/h by construction.

Amphibious vessels may only circulate on public roads if covered by a prior declaration. The owner makes their prior declaration to the competent authority mentioned in Article R. 437-1 of the French Highway Code.

The technical characteristics of equipment and signals are set out in the text body and in a technical annex.

Type approval of the vehicle is not envisaged; the manufacturer only undertakes to comply with the provisions of the interministerial order. This type of vehicle does not belong to an international category governed by a Directive or a European Regulation.

9. Brief Statement of Grounds

Economic issues:

The addition of amphibious vessels to the French Highway Code as vehicles could enable new innovative vehicles to be developed and thus contribute to the emergence of a potential market for shipbuilders

Ecological issues:

Since amphibious vessels can drive on land, it is no longer necessary for their owners to have a space in a marina. The vessel can be stored on the land. This could limit the construction of additional port infrastructure, thereby limiting artificial coastal developments and having no permanent impact on the natural environment (no wet dock, no quay, no breakwater, no slipway, no car park). In this regard, it in no way changes the flora, the fauna or the countryside.

Stored dry in a garden and therefore sheltered from the growth of marine algae, TRINGA does not need anti-fouling paint to be applied annually to its hull (biocide-based paint). Thus in contrast to all vessels stored afloat, no marine pollution is involved, either chronic, through diffusion into the seawater, or episodic, through hull cleaning and repairs on the foreshore, since careening zones are almost non-existent.



Highway safety issues:

The impact on road safety should be zero given the speed of the vehicle and the limited distances travelled on public roads. The French administration decided on these two characteristics with the objective of reconciling the attractiveness of this new vehicle with the requirements of constant safety improvements for all road users, especially the most vulnerable (cyclists, pedestrians and users of powered two-wheeled vehicles).

10. Reference Documents - Basic Texts

No basic text(s) available.

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

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