

CONCLUSIONS
CONCERNING THE THIRD “MOBILITY PACKAGE”
PRESENTED BY THE EUROPEAN COMMISSION ON
MAY 17, 2018

The European Affairs Committee of the French National Assembly,

Having regard to article 88-4 of the French Constitution,

Having regard to articles 90, 91, 100, 191 and 192 of the Treaty on the Functioning of the European Union,

Having regard to the draft regulation of the European Parliament and of the Council concerning rationalization measures aimed at making progress in the development of the Trans-European Transport Network (COM [2018] 277 final),

Having regard to the draft regulation of the European Parliament and of the Council, setting down performance standards for the CO₂ emissions of new heavy goods vehicles (COM [2018] 284 final),

Having regard to the draft regulation of the European Parliament and of the Council, concerning the requirements applicable to the type-approval of motor vehicles and their trailers, as well as to the systems, components and distinct technical entities used by these vehicles in the field of their overall safety and of the protection of travellers in such vehicles and of vulnerable people on the road, modifying the Regulation (EU) (UE) 2018/... and repealing Regulations (EC) n° 78/2009, (EC) n° 79/2009 and (EC) n° 661/2009 (COM [2018] 286 final),

Having regard to the draft regulation of the European Parliament and of the Council, concerning the labelling of tyres in relation to fuel efficiency and other essential dimensions and repealing Regulation (EC) n° 1222/2009 (COM [2018] 296 final),

Having regard to the draft regulation of the European Parliament and of the Council, modifying Directive 2008/96/EC, concerning the management of road safety infra-structures (COM [2018] 274 final),

Having regard to the communication of the European Commission entitled: “A European Strategy for Low Emission Mobility” (COM [2016] 501 final),

Having regard to the communication of the European Commission entitled: “On the road to automated mobility: An EU strategy for mobility of the future (COM [2018] 283 final),

Having regard to the communication of the European Commission entitled: “Keep Europe Moving – Sustainable Mobility for Europe: safe, connected and clean” (COM [2018] 293 final),

Having regard to the national strategic orientations concerning public action to encourage the development of autonomous vehicles presented on May 14, 2018,

Considering the climate, public health and industrial policy issues linked to the emissions of heavy vehicles in the European Union,

Considering the undeniable contribution which will be brought, within the given time limits, by the Trans-European Transport Network (TEN-T), but also the large heterogeneity of the transport projects concerned and the on-going improvement of procedures within the member states;

Considering the absolute obligation to continue the efforts already made to reduce the number of deaths and injuries, especially of serious injuries, on European roads and thus to operate within the framework of an overall strategic action,

● *The “Clean Mobility” component :*

1. Welcomes the fact that the CO₂ emissions of heavy goods vehicles is finally framed, measured and monitored in a standardized way within the European Union;
2. Calls, nonetheless, upon the member states to introduce more ambitious binding objectives concerning the reduction of emissions than those proposed by the European Commission and adopted by the European

Parliament, i.e. -20% in 2025 and -35% in 2030, as adding an additional objective for 2050 of reaching carbon neutrality by this date;

3. Is worried about the “super-credit” mechanism which has been set up for vehicles not covered by the emission reduction objective and calls for vigilance regarding any possible decrease, using this excuse, in the objectives set out;
4. Calls, more generally, for the fact that regulations dealing with CO₂ emission limits, with noxious emissions and with energy efficiency be the subject of better coordinated proposals in order to guarantee an overall coherence;

● *The “Infra-structure” component :*

5. Shares the concern of the European Commission that the central network of the TEN-T be completed within the fixed limit of 2030, but deeply questions the adequacy of the means which the Commission intends to use for this purpose; considers it particularly necessary that:
 - The field of application be concentrated on cross-border projects,
 - That the nature of the decisions, as well as the expected scope of the competences of the various authorities concerned, be clarified so that the authorization procedures be flexible and adapted to the heterogeneity of the transport projects,
 - The maximum time limit be realistic and sufficient to successfully implement the authorization procedures whilst respecting the requirements linked to the complexity and the multiplicity of the issues, especially that of social acceptability;
6. Approves of and shares the commitment of the Commission, the European Parliament and the member states, of the action to further reduce the death rate and the number of serious injuries on the roads;
7. Welcomes the draft regulation modifying the safety standards for type-approved vehicles in the European Union so that they be based on the most recent safety measures; nonetheless suggests the strengthening of the proposals of the European Commission on two points: on the one hand, the reduction by one year of the time limit for the implementation of the various mechanisms to improve the conspicuity of vulnerable

road-users, such as cyclists, and the extension to light commercial vehicles the implementation of mechanisms seeking to alert the close presence of such road-users (collision and blind-spot alerts); on the other hand, the suggested fitting of pedagogical devices alerting the overburdening of light commercial vehicles which would lead to the reduction of incidents concerning this compounding factor in the case of a road accident, as well as their development to facilitate, ultimately, monitoring and fines;

8. Questions, however, as regards the draft directive on the management of infra-structures, the relevance of its field of application and of the imagined approach; judges it preferable to allow the member states to define, themselves, the networks concerned, and, calls for a flexible approach to their classification;

- *The component on provisions concerning autonomous vehicles:*

9. Recalls the main features of the European framework as they appear in the National Strategy for the development of Autonomous Vehicles and, in particular, the primacy of subsidiarity as regards the management of networks and infra-structural equipment, standardization as regards the interoperability of systems and the shared safety requirements, especially regarding the type-approval of vehicles, as well as a deep examination, at a European level, of the questions of responsibility;
10. Underlines, in this respect, that the proposal of the European Commission concerning the marking and labelling of autonomous vehicles is both premature and is the result of an inadequate legal vector: recalls the crucial issue of a shared framework which is both flexible, in order to be adaptable and reliable, so as not to penalize the European actors and to allow the European Union to be the initiator of norms rather than to be subjected to them.
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