

Message 001

Communication from the Commission - TRIS/(2025) 0908

Directive (EU) 2015/1535

Notification: 2025/0179/FR

Notification of a draft text from a Member State

Notification – Notification – Notifizierung – Нотификация – Oznámení – Notifikation – Γνωστοποίηση – Notificación – Teavitamine – Ilmoitus – Obavijest – Bejelentés – Notifica – Pranešimas – Paziņojums – Notifika – Kennisgeving – Zawiadomienie – Notificação – Notificare – Oznámenie – Obvestilo – Anmälan – Fógra a thabhairt

Does not open the delays - N'ouvre pas de délai - Kein Fristbeginn - Не се предвижда период на прекъсване - Nezahajuje prodlení - Fristerne indledes ikke - Καμμία έναρξη προθεσμίας - No abre el plazo - Viivituste perioodi ei avata - Määräaika ei ala tästä - Ne otvara razdoblje kašnjenja - Nem nyitja meg a késésekét - Non fa decorrere la mora - Atidėjimai nepradedami - Atlikšanas laikposms nesākas - Ma jiftaħ il-perijodi ta' dewmien - Geen termijnbegin - Nie otwiera opóźnień - Não inicia o prazo - Nu deschide perioadele de stagnare - Nezačína oneskorenia - Ne uvaja zamud - Inleder ingen frist - Ní osclaíonn sé na moilleanna

MSG: 20250908.EN

1. MSG 001 IND 2025 0179 FR EN 27-03-2025 FR NOTIF

2. France

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4. 2025/0179/FR - T40T - Urban and road transport

5. Order on the component type-approval of automated traffic restriction monitoring systems in mobility low-emission zones

6. Automated monitoring systems

7.

8. Since the entry into force of Law No 2019-1428 of 24 December 2019 on the orientation of mobility (LOM), Article L2213-4-2 of the General Local Authorities Code (CGCT) provides for the possibility of implementing 'fixed or mobile devices for automated monitoring of vehicle identification data' to record traffic offences in mobility low-emission zones (zones à faibles émissions mobilité – ZFE-m) pursuant to Article L2213-4-1 of the CGCT. The Order is issued pursuant to Articles L130-9 of the Highway Code and R111-1, R119-4, R119-5 and R119-8 of the Highways Code. It defines technical characteristics that must be met by these monitoring devices in the context of component type-approval, in order that their records of traffic offences in the ZFE-m may be deemed evidential until proven otherwise.

9. In the context of the Law on the orientation of mobility and the fight against air pollution more generally, mobility low-emission zones have been established by local and regional authorities, in agglomerations of more than 150 000 inhabitants and in those that regularly exceed the regulatory air quality thresholds set by Article L221-1 of the Environment Code and its implementing Article R221-1.

In order to ensure the effectiveness of mobility low-emission zones and compliance with the rules in force within them, technical devices for 'automated penalty control' should be deployed. The traffic restrictions in these zones are based on the 'Crit'Air' vehicle classification scheme, adopted pursuant to Article L318-1 of the Highway Code.

The automated monitoring device detects vehicles and performs Automatic number plate recognition (ANPR). The system then takes into account four factors to determine whether or not the vehicle has committed an offence: its registration number; its Crit'Air level; comparison of its Crit'Air class with the rules applicable for the ZFE-m at the given time and for the vehicle category concerned; and whether or not any local or national exemption applies.

The system detects all types of motor vehicles: light vehicles, light commercial vehicles, lorries, powered two- or three-wheeled vehicles, trailers, buses, etc.

The device must also ensure compliance with a number of parameters established by law, including the maximum number of items of monitoring equipment active simultaneously and the maximum daily number of database queries.

This Order also lays down the technical standards applicable to these devices, particularly with regard to the technical management system software, time stamping, margins of error and image capture.

The national automated offence processing agency (Agence nationale de traitement automatisé des infractions – ANTAI) manages the system that receives notifications of offences, as well as the entire offence

processing chain downstream.

This automated monitoring system must make it possible to ensure the effectiveness of the restrictions applied in the ZFE-m, as well as to monitor a very large number of vehicles while avoiding the need to intercept them and limiting operational constraints, particularly the mobilisation of agents to validate offences.

10. References to basic texts: There are no reference texts

11. No

12.

13. No

14. No

15. No

16.

TBT aspects: No

SPS aspects: No

European Commission

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