

LETTER FROM THE PRESIDENT OF FICM TO MR. DURAO BARROSO, PRESIDENT OF EUROPEAN
COMMISSION

The federation which I chair together with national federations and clubs in Belgium, Spain, France, Great Britain, Italy, Luxembourg, Portugal and Switzerland. Germany and Scandinavian countries may soon join us. This means we are representing the motor-home family.

- It is for this reason that I entered a formal request to amend Directive 2006/126/EC of the European Parliament and Council of 20 December 2006 on driving licenses published in the Official Journal L 403 of 30 / 12/2006 p. 0018 to 0060.

According to a survey conducted in early 2008, about 80% of motor-homes are currently circulating in overload.

Several levels of responsibility are at the root of this situation:

The dealers, promotional (often free), install a whole bunch of accessories on the vehicles they deliver to their customers,

Manufacturers, which produce large vehicles still better equipped, need offering a more real payload

Public authorities in charge of reception and registration of vehicles prior to their release, which does not ensure compliance with statutory payload

Public authorities, which require manufacturers and engine systems to improve safety and reduce pollution leading to a significant heavier vehicles, features and amenities similar to previous models.

The solution, in our view, a new reception by weight of heavy vehicles, whenever possible in light of the technical characteristics of the chassis, and the obligation for manufacturers to market vehicles with a load actual useful minimum of four hundred kilograms (400 kg), that is to say, approved mostly by truck.

Of course this requires that drivers be allowed to drive motor-homes a permissible gross weight load (GVW) exceeding 3500 kg.

Several member states have, over the years, authorize, under the vested rights, the conduct of motor-homes of more than 3,500 kg total weight allowed for by their nationals who had obtained their license category B before a certain date.

However, these measures affect only a small proportion of users of motor homes. The other should therefore submit to an examination of events dedicated to driving the transport of goods, they are repugnant to most of the time to accomplish.

We had hoped for a favorable outcome of Parliament's amendment that would have to drive a motor home of 4250 kg with the B license, but unfortunately it was rejected, and Directive 2006/126/EC of 20 December 2006 does not include this provision.

This Directive came into force January 19, 2007, is applicable in the EU as from January 19, 2013.

However, given the changes that the commission has already made to the text, and the time required for this type of procedure, it seems essential that our application be reviewed by your staff as soon as possible.

Under the provisions adopted, it is possible to drive with a license E (B) a vehicle combination comprising a tractor vehicle in category B and a trailer or semi-trailer whose permissible maximum mass exceeding not 3500 kg, that is to say, a set whose total weight could reach 7000 kg.

It would seem logical that a license is created C1 "recreational vehicle" to drive a motor home with a permissible maximum load exceeds 3500 kg but not exceeding 7500 kg, and for which controls knowledge and physical skills are aligned those permit E (B); driving tests could rightly remain identical to those of classical C1 license.

I am at your disposal and that of your services to participate in any meeting that you would organize this.

Please accept, Mr. President, expressing my sincere greetings