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From:	General Secretariat of the Council
To:	Delegations
Subject:	Proposal for a Directive of the European Parliament and of the Council amending Council Directive 96/53/EC laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic - Revised Presidency compromise proposal

In view of the land transport working party on 15 October, delegations can find below a revised Presidency compromise on the file in subject above.

Changes compared to document ST 127301/25 REV 1 are indicated in bold underline for **new text** and in strikethrough for ~~deleted text~~.

ANNEX

Proposal for a

DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

amending Council Directive 96/53/EC laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic

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THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91 thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national parliaments,

Having regard to the opinion of the European Economic and Social Committee[1],

Having regard to the opinion of the Committee of the Regions[2],

Acting in accordance with the ordinary legislative procedure,

Whereas:

(1) Council Directive 96/53/EC[3], sets out the maximum permitted weights and dimensions of heavy-duty vehicles that can circulate on the Union's roads in order to ensure road safety and the smooth functioning of the internal market as well as foster the energy and operational efficiency of transport operations and reducing greenhouse gas emissions from those operations. The evaluation of Directive 96/53/EC has shown that it has only partially been effective in achieving its road safety, internal market and environmental objectives, and there is a need to adapt its provisions to reflect the technological developments and promote innovation, address the changing transport market challenges and contribute to the Union's policy priorities of decarbonisation of transport.

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1 OJ C , , p. .
2 OJ C , , p. .
3 OJ L 235, 17.9.1996, p. 59.

(2) The Commission's *Communication on a Sustainable and Smart Mobility Strategy putting European transport on track for the future*[4] makes it clear that in order to contribute to the achievement of the European Green Deal[5] objective of a 90% reduction in greenhouse gas emissions from transport by 2050, there is the need to make all transport modes more sustainable, make sustainable alternatives widely available in a multimodal transport system and put in place the right incentives to drive the transition to zero-pollution transportation system in the Union.

(3) By streamlining and clarifying the rules on weights and dimensions of road transport heavy-duty vehicles, it is necessary to address the energy and operational inefficiencies of cross-border transport operations, provide strong incentives to operators for the uptake of zero-emission technologies while facilitating the use of the existing energy-saving solutions, and further support intermodal freight transport operations. To minimise administrative burdens, prevent distortion of competition and reduce risks to road safety and damage of road infrastructure certain requirements as to the use of heavier and longer vehicles should be harmonised and enforcement of the rules in force should be strengthened.

(4) To achieve these objectives, the right balance between economic efficiency, environmental sustainability, protection of road infrastructure and road safety aspects should be struck.

(5) The types of heavy-duty vehicles, as well as the weight values of those vehicles, have been defined with reference to the Union's legislation on the type-approval and market surveillance of vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, in particular Regulation (EU) 2018/858[6]and (EU) 2019/2144[7] of the

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4 COM(2020)789 final.

5 COM(2019) 640 final.

6 Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1) and Regulation (EU) 2019/2144 Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 of the European Parliament and of the Council and Commission Regulations (EC) No 631/2009, (EU) No 406/2010, (EU) No 672/2010, (EU) No 1003/2010, (EU) No 1005/2010, (EU) No 1008/2010, (EU) No 1009/2010, (EU) No 19/2011, (EU) No 109/2011, (EU) No 458/2011, (EU) No 65/2012, (EU) No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012 and (EU) 2015/166 (OJ L 325, 16.12.2019, p. 1).

7 Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general

European Parliament and of the Council. It is therefore desirable to update the references to those relevant legal acts, in order to provide for clarity of the applicable legislative framework.

(6) The provisions of Directive 96/53/EU complement Council Directive 92/106/EEC[8] as regards promoting and supporting the growth of intermodal transport. The definition of intermodal transport operation should therefore be aligned with the terminology applied in Directive 92/106/EEC, in order to allow lorries, trailers and semi-trailers used in intermodal operations to benefit from the same extra weight allowances as in cases of road vehicles carrying containers or swap bodies and used in containerised intermodal transport. Such weight incentive should encourage road transport operators to engage also in non-containerised intermodal transport.

(7) To ensure a common understanding and uniform implementation of the provisions of this Directive in national and international traffic, it is necessary to clarify that the national derogations from certain maximum permitted weights and dimensions limits for certain types of vehicles circulating in national traffic do not automatically apply to vehicles used in cross-border operations.

(8) The transport of indivisible loads is an important market segment linked with the strategic areas of renewable energy, civil engineering and infrastructure, oil and gas, heavy industry and power generation sectors. Despite the recognised value of the existing European Best Practice Guidelines for Abnormal Transport, adopted by experts designated by the Member States, very little progress has been made towards the simplification and harmonisation of the rules and procedures to obtain permits for the transport of indivisible loads. Without prejudice to the right of Member States to establish the necessary conditions to ensure the safe transport of indivisible loads in their territories, Member States should cooperate to harmonise, to the extent possible, those requirements to avoid the multiplication of diverging conditions serving the same purpose. Member States should also ensure that national requirements are proportionate and non-discriminatory, refraining from imposing unjustified requirements **to the driver** such as fluency in the national language of the Member State concerned. Member States should consider using other communication tools, mainly of digital nature, to ensure effective communication between the driver and control authorities. To reduce administrative

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safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 of the European Parliament and of the Council and Commission Regulations (EC) No 631/2009, (EU) No 406/2010, (EU) No 672/2010, (EU) No 1003/2010, (EU) No 1005/2010, (EU) No 1008/2010, (EU) No 1009/2010, (EU) No 19/2011, (EU) No 109/2011, (EU) No 458/2011, (EU) No 65/2012, (EU) No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012 and (EU) 2015/166 (OJ L 325, 16.12.2019, p. 1).

8 Council Directive 92/106/EEC of 7 December 1992 on the establishment of common rules for certain types of combined transport of goods between Member States (OJ L 368, 17.12.1992, p. 38).

burden for operators and to ensure efficient, fair and safe operations, it is crucial to put in place a transparent, harmonised, user-friendly system for obtaining permits.

(9) European Modular Systems (EMS) have been used and trialled at length and have proven to be an interesting solution to improve the economic and energy efficiency of transport operations, while ensuring road safety and protection of infrastructure, when performed in adequate physical and operational domain. Given national specificities, different economic interests, transportation needs and diverse transport infrastructure capacities in Member States, they are best placed to assess and authorise the circulation of EMS on their territories. At the same time, to enable broader positive socio-economic and environmental impacts of the use of EMS, it is crucial to remove unnecessary barriers to their use in cross-border operations between neighbouring Member States that allow such vehicle combinations on their territories, without limitation in the number of borders crossed as long as they comply with the national conditions for EMS established by Member States within their respective territories. This is to ensure that EMS used in cross-border operations comply with the common lowest weight and dimension limit for EMS applicable in those Member States.

(10) Member States should continue to be allowed to run trials on a temporary basis. Indeed, new technologies allowing for in-motion charging, such as solar panels, pantographs and electric roads, or the progressive introduction of EMS in Member States, may require exceeding the maximum weights and dimensions in a testing environment, including in cross-border sections of the road network. Therefore, Member States should continue to be allowed to conduct such trials and be able to test the compatibility of new technologies and concepts across borders. The temporary and innovative nature of trials needs to be clarified by setting up a maximum period of time to conduct them. At the same time, the number of trials of new technologies and innovative schemes should not be restricted to avoid hampering innovation. ~~Member States should regularly monitor and assess the performance and impacts of testing the new technologies and new concepts on road safety, on the road infrastructure, on modal cooperation, as well as the environmental impacts on the transport system, such as impacts on the modal share.~~

(11) The transport of indivisible loads carried out by vehicles or vehicle combinations exceeding the maximum weights or dimensions and the use of EMS, given their needs for additional safety features and for suitable infrastructure, require that special attention is given to elements such as transparency of relevant information, legal certainty and harmonisation of the permit processes. It is therefore necessary for Member States to establish a single electronic information and communication system containing all the relevant information regarding the operational and administrative conditions for the transport of indivisible loads and for the use of EMS, in a clear and easily accessible manner. This national system should also enable the operators to obtain the information and submit electronically the application, in a standardised format, for special permits for the carriage of indivisible loads in the Member State concerned.

(11a) Cross-border traffic between Member States, that allows higher weights than those in Annex I, can improve efficiency and reduce CO2 emissions by reducing the total amount of kilometers driven. Such operations should still be allowed as long as national conditions of the Member States are respected for those higher limits and they are performed by zero-emission motor vehicles **or vehicles involved in intermodal transport operations**. **This should be without prejudice to the Member States' right to derogate, in accordance with Article 4, from the weight and dimension limits set in Annex I, and the possibility to derogate if international competition is not significantly affected. Such is the case if it is performed with specialised vehicles, where a Member State already allows EMS combinations or where the geographical scope of the transport is limited in such a way that it can be performed within a day.**

(11b) It is vital for the green transition of the road transport sector, that there are incentives for zero-emission vehicles. Member States are encouraged to harmonise their national weight limits in such a way that zero-emission vehicles are incentivised without hampering cross-border traffic.

(14) Vehicle carriers with open bodies have very limited potential to reduce their energy consumption via improved aerodynamics. Diverging national rules on the overhanging of loads on vehicle carriers cause distortions of competition and limit significantly their potential to improve operational efficiency and energy performance in international traffic. Therefore it is necessary to harmonise rules on the overhanging of loads of vehicle carriers with open bodies, so as to ensure that these objectives are properly met.

(15) Heavy-duty vehicles with elongated cabs have started making their entrance on the market, paired with zero-emission propulsion systems. Using zero-emission propulsion systems requires, depending on the technology, extra space which should not be counted at the expense of the effective load of the vehicle, so that the zero-emission road transport sector is not penalised in economic terms. It should thus be clarified that the excess in the maximum lengths provided for the elongated cabs can be such that it provides space needed for accommodating zero-emission technology, such as batteries and hydrogen tanks, provided that the safety, efficiency and comfort features of aerodynamic cabs are not jeopardized.

(16) Similarly to the need for extra space, current standards are also not suitable to compensate for the extra weight of zero-emission heavy-duty vehicles, in particular in long distance transport. Additional weight and axle weight are necessary for zero-emission vehicle combinations, as well as to the most common passenger vehicles in use in the Union. Lighter technologies and better aerodynamics will render the use of zero-emission propulsion systems more efficient (for example, to allow for longer range travelled and longer battery life) by reducing their energy consumption. To provide additional incentives to the deployment of zero-emission heavy-duty vehicles, to promote technological development, as well as the equipment of vehicles with improved aerodynamics, extra weight allowances should therefore be disconnected from the weight of the zero-emission technology.

(17) Effective, efficient, and consistent enforcement of the rules is of utmost importance to ensure undistorted competition between operators and eliminate risks to road safety and to road infrastructure posed by vehicles unlawfully exceeding the applicable weights or dimensions. To better target roadside controls at overloaded vehicles, and if they choose to use automatic systems on the road infrastructure, Member States should ensure as a minimum the deployment of such systems in the trans-European road transport network. Moreover, for reliability and consistency of the enforcement across the Union, the mandatory minimum level of controls to be performed by Member States should be established in proportion to the level of traffic on their territories by the vehicles within scope of this Directive, including an appropriate number of controls during night hours.

(17a) To ensure effective, efficient and consistent enforcement and improving compliance on vehicles with a higher weight to accommodate zero-emission technology the vehicles should transmit information **on the current total weight of the vehicle combination** from ~~the~~ on-board **technology like the on-board** mass monitoring (OBMM) system ~~or the on-board weighing system (OBW)~~ via ~~remote communication in the tachograph~~ **digital short-range communication (DSRC)**. The information **may** ~~can~~ be used **by Member States** to identify vehicles that may be exceed**ing** weight limits**, however this directive does not oblige Member States to use DSRC in their enforcement. This tool is supplementary to other enforcement tools. In order to ensure such requirements can be met, implementing powers should be conferred on the Commission to allow the data to be transmitted to enforcement authorities**. ~~Commission should propose, where appropriate, legislation to make sure such a requirement can be met by operators through the tachograph for newly registrered vehicles from 2029.~~

(17b) As introducing any changes to the tachograph can be complex and as it can be costly for operators to retrofit vehicles with OBMM, this requirement should only apply to vehicles equipped with OBMM from **1 December** 2029. Without prejudice to Regulation 595/2009 of the European Parliament and the Council or Member States prerogative to regulate weight requirements for national transport, this directive does not provide for the retrofitting of OBMM. **Moreover, the Commission should be able to postpone the date of 1 december 2029 with no more than 18 months if this is necessary to ensure the ability of transmitting the weight data.**

(20) The European Parliament and the Council should be regularly informed of the results of the checks of compliance carried out by the Member States' competent authorities~~, on the deployment and the use of enforcement tools and monitoring systems, in particular in the context of assessing the operational, safety and environmental impacts of the use of heavier and/or longer vehicles, including modular vehicle combinations~~. This information, provided by the Member States, should enable the Commission to monitor the market developments and compliance with Directive 96/53/EC. To facilitate for Member States the submission of the necessary information to the Commission and to ensure uniformity and comparability of data, enabling to monitor compliance and evaluate the overall performance of Directive 96/53/EC, it is desirable that the Commission establishes a uniform user-friendly reporting format.

(21) To enable a swift response of the road transport sector to any crisis, such as natural disasters, pandemics, military conflicts or infrastructure failures, there is a need to introduce an emergency clause to Directive 96/53/EC, which enables temporarily the circulation of heavy-duty vehicles exceeding the maximum permitted weights and/or dimensions, in order to ensure a continued supply of necessary goods and services. Such exceptional clause should be applied only where the public interest requires it, and provided that road safety is not thereby jeopardised and without prejudice to specific legislation applicable in the context of military transport and enhanced deterrence and response ~~(EMERS)~~.

(23) In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission to establish a common standard application form and harmonise the rules and procedures for the issuing of national permits or similar arrangements for vehicles or vehicle combinations which exceed the maximum weights and/or dimensions and are intended to carry indivisible loads, to establish a standard reporting format for Member States to comply with their reporting obligations, and to establish temporary exceptions from the application of the weights and dimensions limits used in international traffic between Member States affected by a crisis. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council[9].

(24) Taking into account the many amendments to Annex I to Directive 96/53/EC relating to the need to provide additional incentives to the deployment of zero-emission heavy-duty vehicles, to the need to harmonise the maximum weight of 5-axle motor vehicles and to the need to promote intermodal transport, it is appropriate, for reasons of clarity, to replace it.

(25) In order to add the information requested under Directive 96/53/EC to the scope of Regulation (EU) 2020/1056 that Regulation needs to be amended.

(26) Since the objectives of this Directive, namely ensuring road safety, fostering sustainable and efficient transport operations, and promoting the functioning of the internal market, cannot be sufficiently achieved by the Member States, but can rather, by reasons of the cross-border nature of road transport and of the problems this Directive is intended to address, be better achieved at the Union level, the Union may adopt measures in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives.

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[9] Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

(27) In accordance with the Joint Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents[10], Member States have undertaken to accompany, in justified cases, the notification of their transposition measures with one or more documents explaining the relationship between the components of a directive and the corresponding parts of national transposition instruments. With regard to this Directive, the legislator considers the transmission of such documents to be justified.

(28) Directive 96/53/EC should therefore be amended accordingly,

HAVE ADOPTED THIS DIRECTIVE:

Article 1

Amendments to Directive 96/53/EC

Directive 96/53/EC is amended as follows:

(1) Article 1 is amended as follows:

(a) in paragraph 1, point (a) is replaced by the following:

'(a) the dimensions of motor vehicles in categories M_2 and M_3 and their trailers in category O and motor vehicles in categories N_2 and N_3 and their trailers in categories O_3 and O_4, as classified in Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council*;';

(b) paragraph 2 is replaced by the following:

'2. All the values of weights indicated in Annex I are valid as circulation standards and thus refer to loading conditions, not production standards, which are laid down in Regulation (EU) 2019/2144 of the European Parliament and of the Council**.';

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* Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1).
** Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, amending Regulation (EU) 2018/858 of the European Parliament and of the Council and

[10] OJ C 369, 17.12.2011, p. 14.

repealing Regulations (EC) No 78/2009, (EC) No 79/2009 and (EC) No 661/2009 of the European Parliament and of the Council and Commission Regulations (EC) No 631/2009, (EU) No 406/2010, (EU) No 672/2010, (EU) No 1003/2010, (EU) No 1005/2010, (EU) No 1008/2010, (EU) No 1009/2010, (EU) No 19/2011, (EU) No 109/2011, (EU) No 458/2011, (EU) No 65/2012, (EU) No 130/2012, (EU) No 347/2012, (EU) No 351/2012, (EU) No 1230/2012 and (EU) 2015/166 (OJ L 325, 16.12.2019, p. 1).';

(c) **paragraph 3 is replaced by the following:**

3. This directive shall not apply to articulated buses compromising more than one articulated section, to vehicle combinations consisting of a motor vehicle with an attached trailer intended for passenger transport or to vehicle combinations consisting of a motor vehicle with an attached semi-trailer intended for passenger transport.

(2) Article 2 is amended as follows:

(a) in the second indent, the definition of 'trailer' is replaced by the following:

'— 'trailer' shall mean a vehicle as defined in Article 3(17) of Regulation (EU) 2018/858,';

(b) in the third indent, the definition of 'semi-trailer' is replaced by the following:

'— 'semi-trailer' shall mean a vehicle as defined in Article 3(33) of Regulation (EU) 2018/858,';

(c) the following definition is inserted after the definition of 'vehicle combination':

'— 'European Modular System' shall mean a motor vehicle or vehicle combination coupled to one or more trailers or semitrailers where the total combination exceeds the maximum authorised length and may exceed the maximum authorised weights laid down in Annex I and where the individual motor vehicle, trailer(s) and semitrailer(s) do not exceed the weights or dimensions laid down in Annex I,';

(d) the following definition is inserted after the definition of 'conditioned vehicle':

'— 'vehicle transporter' shall mean a vehicle combination which is constructed or permanently adapted for carrying other vehicle(s),';

(e) in the fourteenth indent, the definition of 'alternatively fuelled vehicle' is replaced by the following:

'— 'alternatively fuelled vehicle' shall mean a motor vehicle powered wholly by an alternative fuel and which has been approved under the framework of Regulation (EU) 2018/858,';

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(f) in the fifteenth indent, the definition of 'intermodal transport operation', point (a) is replaced by the following:

'(a) the combined transport operations defined in Article 1 of Council Directive 92/106/EEC*; or';

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* Council Directive 92/106/EEC of 7 December 1992 on the establishment of common rules for certain types of combined transport of goods between Member States (OJ L 368, 17.12.1992, p. 38).';

(h) the second subparagraph is replaced by the following:

'All maximum authorised dimensions specified in Annex I shall be checked against the corresponding declared values for the specific vehicle in the information document accompanying the EU Whole Vehicle Type Approval, drawn up in accordance with Annex I to Commission Implementing Regulation (EU) 2020/683*, with no positive tolerances.';

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* Commission Implementing Regulation (EU) 2020/683 of 15 April 2020 implementing Regulation (EU) 2018/858 of the European Parliament and of the Council with regards to the administrative requirements for the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (OJ L 163, 26.5.2020, p. 1).';

(3) Article 4 is amended as follows:

(a) in paragraph 1, the following point (c) is added:

'(c) of vehicles or vehicle combinations for the international transport of goods or passengers which are not in conformity with the characteristics set out in Annex I.';

(b) paragraph 3 and 4 are replaced by the following:

'3. Vehicles or vehicle combinations which exceed the maximum weights and/or dimensions may only be allowed to circulate on the basis of special permits issued by the competent authorities, or on the basis of similar arrangements agreed on a case-by-case basis with those authorities, where those vehicles or vehicle combinations carry or are intended to carry indivisible loads.

Member States shall ensure that the procedure for obtaining permits or similar arrangements for the transport of indivisible loads is smooth, efficient and non-discriminatory, by minimising administrative burdens and avoiding unnecessary delays.

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Member States shall guarantee that the conditions under which the permits or similar arrangements related to the transport of indivisible loads are issued are proportionate and non-discriminatory. In particular, Member States shall cooperate to avoid the multiplicity of vehicle markings and signalling, and to favour the use of pictograms over text. Member States shall not impose **an obligation on the driver to posses knowledge of the offical language(s) of the Member States where the operation takes place** ~~language requirements related to the transport of indivisible loads~~. **However, Member States may require other measures to ensure effective communication between the driver and control authorities, including digital communication tools.**

4. Member States may allow vehicles or vehicle combinations used for transport which carry out certain national or international transport operations that do not significantly affect international competition in the transport sector to circulate in their territory with weights or dimensions deviating from those laid down in points 1, 2, ~~4.1, 4.2~~ and ~~4.4~~ of Annex I.

Transport operations shall be considered not significantly to affect international competition in the transport sector if one of the following conditions is fulfilled:

(a) the transport operations are carried out in a Member State's territory by specialized vehicles or specialized vehicle combinations in circumstances in which they are not normally carried out by vehicles from other Member States, e.g. operations linked to logging and the forestry industry **or local transport with buses**;

(b) the Member State which permits transport operations to be carried out in its territory by vehicles or vehicle combinations with **weights and/or** dimensions deviating from those laid down in Annex I also permits the circulation of European Modular Systems pursuant to paragraph 4a, so as to achieve at least the loading length authorised in that Member State, and so that every operator may benefit from equal conditions of competition;

(c) the international transport operations are carried out by vehicles or vehicle combinations with weights and/or dimensions deviating from those laid down in Annex I within a a geographical scope of not more than 650 km as the crow flies from the point of entry into the territory of the Member States concerned, without discrimination.

(c) the following paragraph 4a is inserted:

‘4a. Member States may allow the circulation in their territories in national and international traffic of European Modular Systems subject to all of the following conditions:

(a) the Member States shall make publicly available, in an accessible and transparent way, the information related to the maximum weights and dimensions applicable to the circulation of European Modular Systems in their territories;

(b) the Member States shall make publicly available, in an accessible and transparent way, the information related to the part of the road network where European Modular Systems can circulate;

(c) the Member States shall ensure the connectivity of the part of the network where European Modular Systems can circulate in their territories with the road network of neighbouring Member States that also allow the circulation of European Modular Systems, in order to enable cross-border traffic.

Whenever a Member State allows, pursuant to this paragraph, the circulation of European Modular Systems in national traffic, it may not reject or prohibit the circulation in its territory of European Modular Systems in international traffic, provided that such systems comply with national conditions including maximum weights and dimensions set for European Modular Systems in national traffic.

Member States shall inform the Commission in case they allow the circulation in their territories of European Modular Systems.’;

(d) paragraph 5 is replaced by the following:

‘5. Member States may allow for a limited period of time trials of vehicles or vehicle combinations incorporating new technologies or new concepts which cannot comply with requirements of this Directive. Such vehicles or vehicle combinations shall be allowed to carry out certain national or international transport operations for the trial period. In particular, trials with European Modular Systems shall be allowed for a maximum of five years. The number of trials shall not be limited. Member States shall inform the Commission thereof.;

(f) paragraph 7 is deleted;

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(4) the following Articles 4a and 4b are inserted:

'*Article 4a*

1. Member States shall establish and manage an electronic information and communications system with at least the following 'one-stop-shop' functions:

(a) a single national entry point through which the applicant shall submit its application for the special permit or similar arrangement as laid down in Article 4(3) in a standardised format;

(b) a single national access point for the applicants to obtain the information on the requirements for applying for special permits or similar arrangements as laid down in Article 4(3) and to the necessary information to plan their routes in a clear, accessible, and transparent manner;

(ba) a single national access point to the information on the maximum weights and dimensions allowed in a Member State pursuant to Article 4(2), point (a), Article 4(4) and Article 4b, where relevant;

(c) a single national access point for the operators of European Modular Systems to the information referred to in Article 4(4a), points (a) and (b), where relevant.

The "one-stop-shop" national entry points and national access points may be consolidated into a single publicly available website providing a unified entry point and enabling users to interact with the relevant national or regional decision-making body without requiring multiple applications.

2. The Commission may adopt implementing acts establishing the minimum elements of the application form and harmonising the rules and procedures for the issuing of national permits or similar arrangements referred to in paragraph 1 of this Article and in Article 4(3). Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 10i(2).

Article 4b

1. Whenever a Member State, pursuant to Article 4(2), point (a), allows the circulation within its territory of vehicle combinations with a maximum weight exceeding the limits set out in points 2, 3 or 4.3 of Annex I, it may not reject or prohibit the use in its territory in international traffic of those vehicle combinations complying with the weight values set for the national transport of goods, where those vehicle combinations include ~~a~~ zero-emission motor vehicles **or where those vehicle combinations are involved in an intermodal transport operation**.';

(5) Article 6 is amended as follows:

(a) paragraph 1 is replaced by the following:

‘1. Member States shall take the necessary measures to ensure that the vehicles referred to in Article 1 and complying with this Directive carry one of the following proofs:

(a) a combination of the following two plates:

(i) the ‘manufacturer's statutory plate’ established and attached in accordance with Annex II to Commission Implementing Regulation (EU) 2021/535*,

(ii) the plate relating to dimensions, in accordance with Annex III to this Directive, established and attached in accordance with Annex II to Implementing Regulation (EU) 2021/535;

(b) a single plate established and attached in accordance with Annex II to Implementing Regulation (EU) 2021/535 and containing the information on the two plates referred to in point (a) of this paragraph;

(c) a single document issued by the competent authorities of the Member State in which the vehicle is registered or put into circulation. Such document shall bear the same headings and information as the plates referred to in point (a). It shall be kept in a place easily accessible to inspection and shall be adequately protected.’;

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* Commission Implementing Regulation (EU) 2021/535 of 31 March 2021 laying down rules for the application of Regulation (EU) 2019/2144 of the European Parliament and of the Council as regards uniform procedures and technical specifications for the type-approval of vehicles, and of systems, components and separate technical units intended for such vehicles, as regards their general construction characteristics and safety (OJ L 117, 6.4.2021, p. 1).’;

(b) paragraph 5 is replaced by the following:

‘5. The middle column of the proof of compliance relating to weights shall contain, where appropriate, the Union weight standards applicable to the vehicle in question.;’

PUBLIC

(6) Article 8b is amended as follows:

(a) paragraphs 1 and 2 are replaced by the following:

‘1. With the aim of improving their energy efficiency, vehicles or vehicle combinations which are equipped with aerodynamic devices meeting the requirements laid down in paragraphs 2 and 3, and which comply with Regulation (EU) 2018/858, may exceed the maximum lengths provided for in point 1.1 of Annex I to this Directive, to allow the addition of such devices to the rear of vehicles or vehicle combinations. Vehicles or vehicle combinations equipped with such devices shall comply with point 1.5 of Annex I to this Directive, and any exceeding of the maximum lengths shall not result in an increase in the loading length of those vehicles or vehicle combinations.

2. Before being placed on the market, the aerodynamic devices referred to in paragraph 1 shall be type-approved in accordance with the rules on type-approval within the framework of Regulation (EU) 2018/858 and Implementing Regulation (EU) 2021/535.’;

(b) paragraph 5 is deleted;

(7) the following Article 8c is inserted:

‘*Article 8c*

Vehicle transporters with open bodies may exceed the maximum lengths laid down in point 1.1 of Annex I while loaded, up to a total of 20,75 meters, using authorised load supports.

The overhang or load support of vehicle transporters may not protrude in relation to the load. The load may protrude in front of the towing vehicle up to a maximum of 0,5 meters, provided that the first axle of the transported vehicle rests on the trailer structure. The load may protrude from behind up to a maximum of 1,5 meters, provided that the last axle of the transported vehicle rests on the trailer structure and the backward axle of the transported vehicle does not protrude beyond the load support.’;

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(8) Article 9a is amended as follows:

(a) paragraph 1 and 2 are replaced by the following:

‘1. Vehicles or vehicle combinations which comply with Regulation (EU) 2018/858 may exceed the maximum lengths laid down in point 1.1 of Annex I to this Directive provided that their cabs deliver improved aerodynamic performance, energy efficiency and safety performance. Any excess of the maximum lengths allowed under this Article may also be used to install zero-emission technology. Vehicles or vehicle combinations equipped with such cabs shall comply with point 1.5 of Annex I to this Directive and any exceeding of the maximum lengths shall not result in an increase in the load capacity of those vehicles.

2. Before being placed on the market, the vehicles referred to in paragraph 1 shall be approved in accordance with the rules on type-approval within the framework of Regulation (EU) 2018/858 and Implementing Regulation (EU) 2021/535.’;

(b) paragraph 3 is deleted;

(9) Article 10b is replaced by the following:

‘*Article 10b*

1. The maximum authorised weights of alternatively fuelled or zero-emission vehicles shall be those set out in points 2.2., 2.3 and 2.4 of Annex I.

The additional weight required by alternatively fuelled vehicles other than zero-emission vehicles shall be defined on the basis of the documentation provided by the manufacturer when the vehicle in question is approved. That additional weight shall be indicated in the official proof required in accordance with Article 6.

The Commission shall be empowered to adopt delegated acts in accordance with Article 10h to supplement this Directive by updating the list of alternative fuels referred to in Article 2 that require additional weight. It is of particular importance that the Commission follow its usual practice and carry out consultations with experts, including Member States’ experts, before adopting those delegated acts.’.

2. The maximum lengths laid down in point 1.1 of Annex I for **articulated** ~~zero-emission vehicles or~~ vehicle**s** ~~combinations~~**, where those** includ**e**~~ing~~ zero-emission **motor** vehicles**,** may be exceeded by the additional length necessary to accommodate the zero-emission technology, with a maximum of 90 cm, to allow the addition of such devices. Such zero-emission vehicles or vehicle combinations shall comply with points 1.5 ~~and 1.5a~~ of Annex I to this Directive, and any exceeding of the maximum lengths shall not result in an increase in the loading length of those ~~vehicles or~~ vehicle combinations, in order to ensure the compatibility of ~~trailers and~~ semi-trailers with the requirements for intermodal transport operations.

The additional length required by zero-emission vehicles shall be defined on the basis of the documentation provided by the manufacturer when the vehicle in question is approved. That additional length shall be indicated in the official proof required in accordance with Article 6.'.

(10) Article 10c is replaced by the following

(11) 'Article 10c

(12) The maximum lengths laid down in point 1.1 of Annex I, subject where applicable to Article 9a(1) and 10b(2), and the maximum distance laid down in point 1.6 of Annex I, may be exceeded by 15 cm for vehicles or vehicle combinations engaged in the transport of 45-foot containers or 45-foot swap bodies, empty or loaded, provided that the road transport of the container or swap body in question is part of an intermodal transport operation.';

(13) Article 10d is amended as follows:

(a) paragraphs 1 and 2 are replaced by the following:

'1. Member States shall take specific measures to identify vehicles or vehicle combinations in circulation that are likely to have exceeded the maximum authorised weight and that should therefore be checked by their competent authorities in order to ensure compliance with the requirements of this Directive. Those measures may be taken with the aid of automatic systems installed on the road infrastructure of the trans-European road transport network in accordance with Regulation (EU) 2024/1679*.

In addition to the use of automatic systems set up on the road infrastructure, Member States may identify vehicles or vehicle combinations in circulation that are likely to have exceeded the maximum authorised weights by means of on-board weighing equipment installed in vehicles in accordance with paragraph 4.

A Member State shall not require on-board weighing equipment to be installed on vehicles or vehicle combinations which are registered in another Member State.

Without prejudice to Union and national law, where automatic systems are used to establish infringements of this Directive and to impose penalties, such automatic systems shall be certified. Where automatic systems are used only for identification purposes, they need not be certified.

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1a. In order to be eligible to the additional weight granted in points 2.2.1 and 2.2.2 of Annex I to zero-emission vehicles, vehicles equipped with OBMM equipment compliant with Commission Implementing Regulation 2025/XXXX and registered for the first time from 1 December 2029 shall be able to remotely communicate reliable weight data of vehicle combinations in circulation to enforcement authorities at the roadside. The information transmitted may only be used by Member states to identify vehicles that may exceed maximum authorised weights.

1b. A smart tachograph as defined in Regulation (EU) No 165/2014 may be used for the purpose of transmitting the data referred to in paragraph 1a. The Commission may adopt implementing acts if this is necessary to allow the data referred to in paragraph 1a to be transmitted to the enforcement authorities using the smart tachograph.

1c. The Commission may adopt delegated acts postponing the date referred to in paragraph 1a by 6 months if this is necessary to ensure that newly registered vehicles are able to transmit weight data by remote communication.

~~1a. Vehicles equipped with on-board mass weighing equipment compliant with Regulation 2019/1213 and registrered for the first time from 1 December 2029 shall transmit the total weight determined by on-board mass weighing equipment by remote communication via the tachograph in order to be eligible for the additional weight granted in points 2.2.1 and 2.2.2 of Annex I to zero-emission vehicles. The information transmitted may only be used by Member states to identify vehicles that may exceed maximum authorised weights.~~

~~1b. The Commission shall submit, where appropriate, legislative proposals to ensure the requirements for vehicles and vehicle combinations subject to paragraph 1a can be fulfilled for newly registrered vehicles from 2029 with on-board mass weighing equipment.~~

2. Each Member State shall carry out each calendar year an appropriate number of checks of vehicles or vehicle combinations used for the transport of goods and falling within the scope of this Directive in its territory on the weights of those vehicles or vehicle combinations, irrespective of the country of registration of such vehicles or of the country where such vehicles were put into circulation.';

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* Regulation (EU) 2024/1679 of the European Parliament and of the Council of 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013 (OJ L, 2024/1679, 28.6.2024).

(b) in paragraph 5, the first subparagraph is replaced by the following:

'5. The Commission may adopt implementing acts, laying down detailed provisions ensuring uniform conditions for the implementation of the rules on interoperability and compatibility set out in paragraph 4.';

_____

* Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 207, 6.8.2010, p. 1).

** Commission Delegated Regulation (EU) 2022/670 of 2 February 2022 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services (OJ L 122, 25.4.2022, p. 1).'

(16) Article 10g is replaced by the following:

'*Article 10g*

1. Every 2 years, and at the latest by 30 September of the year following the end of the 2-year period concerned, Member States shall send to the Commission the necessary information concerning:

(a) the number of checks carried out in the previous 2 calendar years;
(b) the number of overloaded vehicles or vehicle combinations detected;
(c) the number ~~and location~~ of automatic systems set up on the road infrastructure pursuant to Article 10d(1), and whether they are for identification purposes only or certified for direct enforcement;
(e) the number of national permits issued for abnormal transport pursuant to Article 4(3) and their duration (one-off permits or long-term permits);

This information shall be disaggregated per year.

2. The Commission shall analyse the information received pursuant to paragraph 1, and on the basis of the information received, present a report to the European Parliament and the Council on the implementation of this Directive, no later than 13 months after receiving the information from all Member States. Such report shall include information on relevant developments in the fields in question.

3. The Commission, by means of implementing acts, shall establish a standard reporting form in electronic format to be used by Member States for submitting to the Commission the information referred to in paragraph 1. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 10i(2)

(17) in Article 10h, paragraph 2 is replaced by the following:

'2. The power to adopt delegated acts referred to in Article 10b(1) shall be conferred on the Commission for a period of 5 years from [*PO please insert date of entry into force of this Directive*]. The Commission shall draw up a report in respect of the delegation of power not later than 9 months before the end of the 5-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than 3 months before the end of each period.';

(18) In Article 10i, the following paragraph 4 is inserted:

'4. Where reference is made to this paragraph, Article 8 of Regulation (EU) 182/2011 shall apply.;

(19) Article 10j is deleted;

(20) the following Article 10k is inserted:

'*Article 10k*

In case of a crisis, where the public interest requires it, and provided that road safety is not thereby jeopardised, Members States may grant temporary exceptions from the application of the weights and dimensions limits set out in Annex I for vehicles used in national traffic, for a period not exceeding two months, and may be renewed only when the crisis persists.

Any such exception shall be duly reasoned and notified immediately to the Commission. The Commission shall immediately publish the information on the granted exception on its official website.

Where a crisis affects several Member States, the Commission may adopt implementing acts in order to establish temporary exceptions from the application of the weights and dimensions limits set out in Annex I for vehicles used in international traffic between affected Member States. The period of such exception may not exceed six months, and may be renewed only where the crisis persists. Such implementing acts shall be adopted in accordance with the procedure referred to in Article 10i(4).

For the purposes of this Article, a crisis means an exceptional, unexpected and sudden, natural or man-made event of extraordinary nature and scale that takes place inside or outside of the Union, with significant direct or indirect impacts on the area of road transport or the economy or welfare of the Union citizens, where the normal functioning of society is significantly disrupted, and where the public interest requires urgent action to be taken.

This Article shall apply without prejudice to specific legislation applicable for military transport in case of enhanced deterrence and preparedness ~~(EMERS)~~.';

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(21) Annex I is replaced by the Annex to this Directive;

(22) in Annex III, the words ‘Directive 76/114/EEC’ are replaced by the words ‘Annex II to Commission Implementing Regulation (EU) 2021/535’.

~~*Article 2*~~
~~*Amendments to Regulation (EU) 2020/1056*~~

~~In Article 2(1), point (a), of Regulation (EU) 2020/1056, the following point (vi) is inserted:~~

~~‘(vi) Article 6(7) of Council Directive 96/53/EC*;’~~

~~_____~~

~~* Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic (OJ L 235, 17.9.1996, p. 59).~~

Article 3
Transposition

1. Member States shall adopt and publish, by [date-of-adoption+2 years] at the latest, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those provisions. When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such reference on the occasion of their official publication. Member States shall determine how such reference is to be made.

2. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.

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Article 4
Entry into force and application

This Directive shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

Paragraph 1 of Article 4a shall apply from [*insert date: 3 ~~2~~ years after the end of the transposition period*].

Article 5
Addressees

This Directive is addressed to the Member States.

Done at Strasbourg,

For the European Parliament	*For the Council*
The President	*The President*

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ANNEX

MAXIMUM WEIGHTS AND DIMENSIONS AND RELATED CHARACTERISTICS OF VEHICLES

(Based on st11722/23 ADD1)

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1. Maximum authorised dimensions for the vehicles referred to in Article 1(1), point (a)		
1.1 Maximum length		
	— motor vehicle other than a bus	12,00 m
	— trailer	12,00 m
	— articulated vehicle	**16,50** ~~17,88~~ m
	— road train	18,75 m
	— articulated bus	18,75 m
	— bus with two axles	13,50 m
	— bus with more than two axles	15,00 m
	— bus + trailer	18,75 m
	In the case of articulated vehicles**, where those** includ**e**~~ing~~ zero-emission motor vehicles, the maximum authorised length provided for in Sub-section 1.1 **may** ~~shall~~ be **exceeded** ~~increased~~ by 0,9 m.	
1.2 Maximum width		
	(a) all vehicles except vehicles referred to in point (b)	2,55 m
	(b) superstructures of conditioned vehicles or conditioned containers or swap bodies transported by vehicles	2,60 m

1.3 Maximum height			
	— any vehicle		4,00 m
1.4 Removable superstructures and standardised freight items such as containers are included in the dimensions specified in points 1.1, 1.2, 1.3, 1.6, 1.7, 1.8 and 4.4.			
1.4a If any removable attachments such as ski-boxes are fitted to a bus, its length, including the attachments, must not exceed the maximum length laid down in point 1.1.			
1.5 Any motor vehicle or vehicle combination which is in motion must be able to turn within a swept circle having an outer radius of 12,50 m and an inner radius of 5,30 m			
1.5a Additional requirements for buses			
	With the vehicle stationary, a vertical plane tangential to the side of the vehicle and facing outwards from the circle shall be established by marking a line on the ground. In the case of an articulated vehicle, the two rigid portions shall be aligned with the plane.		
	When the vehicle moves from a straight-line approach into the circular area described in point 1.5, no part of it shall move outside of that vertical plane by more than 0,60 m		
1.6 Maximum distance between the axis of the fifth-wheel king pin and the rear of a semi-trailer.			12,00 m
	~~*1.6.1*~~	~~*Maximum distance between the axis of the fifth-wheel king pin and the rear of a semi-trailer - in case the semi-trailer is documented suitable for intermodal transport operations.*~~	~~13,38 m~~
1.7 Maximum distance measured parallel to the longitudinal axis of the road train from the foremost external point of the loading area behind the cabin to the rearmost external point of the trailer of the combination, minus the distance between the rear of the drawing vehicle and the front of the trailer.			15,65 m
1.8 Maximum distance measured parallel to the longitudinal axis of the road train from the foremost external point of the loading area behind the cabin to the rearmost external point of the trailer of the combination.			16,40 m
2. Maximum authorised vehicle weight			

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2.1 Vehicles forming part of a vehicle combination				
	2.1.1	Two-axle trailer		18 tonnes
	2.1.2	Three-axle trailer		24 tonnes
2.2 Vehicle combinations				
	2.2.1	Road trains with five or six axles		
		(a) two-axle motor vehicle with three-axle trailer		40 tonnes
		(b) three-axle motor vehicle with two or three-axle trailer		40 tonnes
	2.2.2	(a) two-axle motor vehicle with three-axle semi-trailer		40 tonnes
		(b) three-axle motor vehicle with two or three-axle semi-trailer		40 tonnes
		(c) two-axle motor vehicle with three-axle semi-trailer involved in intermodal transport operations		42 tonnes
		(d) three-axle motor vehicle with two- or three-axle semi-trailer involved in intermodal transport operations		44 tonnes
	2.2.3	Road trains with four axles consisting of a two-axle motor vehicle and a two-axle trailer		36 tonnes
	2.2.4	Articulated vehicles with four axles consisting of a two-axle motor vehicle and a two-axle semi-trailer, if the distance between the axles of the semi-trailer **is:**		
		2.2.4.1	~~is 1,3 m or greater but not more than 1,8 m~~ **equal to or greater than 1,3 m and not more than 1,8 m (1,3 ≤ d ≤ 1,8)**	36 tonnes
		2.2.4.2	~~is~~ greater than 1,8 m **(1,8 m < d)**	36 tonnes
			In case the maximum authorised weight (MAW) of the motor vehicle (18 tonnes) and the MAW of the tandem axle of the semi-trailer (20 tonnes) are respected and the driving axle is fitted with twin tyres and air suspension or suspension recognised as being equivalent within the	

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			Union as defined in Annex II the maximum authorised weight provided for in point 2.2.4.2 shall be increased by 2 tonnes.	
	In the case of vehicle combinations including alternatively fuelled vehicles other than zero-emission vehicles, the maximum authorised weights provided for in Sub-section 2.2 shall be increased by the additional weight of the alternative fuel technology with a maximum of 1 tonne.			
	In the case of vehicle combinations including zero-emission motor vehicles the maximum authorised weights provided for in points 2.2.1 and 2.2.2 (a)~~,~~ **and** (b) ~~and (c)~~ of Sub-section 2.2 shall be increased by 4 tonnes.			
	In the case of vehicle combinations including zero-emission motor vehicles the maximum authorised weights provided for in points 2.2.2 **(c) and** (d), 2.2.3 and 2.2.4 of Sub-section 2.2 shall be increased by 2 tonnes.			
	~~In the case of articulated vehicles including zero-emission motor vehicles the maximum authorised weights provided for in in point 2.2.2 of Sub-section 2.2 shall be increased by 2 tonnes.~~			
	~~In the case of vehicle combinations referred to in point 2.2.2, including zero-emission motor vehicles, which are involved in intermodal operations the total maximum weight shall not exceed 46 tonnes.~~			
2.3 Motor vehicles				
	2.3.1	Two-axle motor vehicles other than buses		18 tonnes
	2.3.2	two-axle buses		19,5 tonnes
	2.3.3	Three-axle motor vehicles		25 tonnes
	2.3.4	Three-axle motor vehicles where the driving axle is fitted with twin tyres and air suspension or suspension recognised as being equivalent within the Union as defined in Annex II, or where each driving axle is fitted with twin tyres and the maximum weight of each axle does not exceed 9,5 tonnes		26 tonnes
	2.3.5	Four-axle motor vehicles with two steering axles and where the driving axle is fitted with twin tyres and air suspension or suspension recognized as being equivalent within the Union as defined in Annex II, or where each driving axle is fitted with twin		32 tonnes

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		tyres and the maximum weight of each axle does not exceed 9,5 tonnes	
	2.3.6	Five-axle motor vehicles with **at least** two steering axles and at least with one driving axle fitted with twin tyres and air suspension or suspension recognized as being equivalent within the Union as defined in Annex II, or where each driving axle is fitted with twin tyres and the maximum weight of each axle does not exceed 9,5 tonnes	36 tonnes
	In the case of alternatively fuelled vehicles other than zero-emission vehicles, the maximum authorised weights provided for in points 2.3.1, 2.3.3 and 2.3.4 of Sub-section 2.3 shall be increased by the additional weight of the alternative fuel technology with a maximum of 1 tonne.		
	In the case of zero-emission vehicles, the maximum authorised weights provided for in points 2.3.1, 2.3.3, 2.3.4, 2.3.5 and 2.3.6 of Sub-section 2.3 shall be increased by 2 tonnes.		
	In the case of zero-emission two-axle busses, the maximum authorised weights provided for in point 2.3.2 of Sub-section 2.3 shall be increased by 0,5 tonnes.		
2.4 Three-axle articulated buses			28 tonnes
	In the case of alternatively fuelled vehicles other than zero-emission vehicles, the maximum authorised weight of 28 tonnes provided for in Sub-section 2.4 is increased by the additional weight required for the alternative fuel technology with a maximum of 1 tonne		
	In the case of zero-emission vehicles the maximum authorised weight of 28 tonnes provided for in Sub-section 2.4 is increased by 2 tonnes		
3 Maximum authorised axle weight of the vehicles referred to in Article 1 (1), point (b)			
3.1 Single axles			
	Single non-driving axle		10 tonnes
3.2 Tandem axles of trailers and semi-trailers			
	The sum of the axle weights per tandem axle must not exceed, if the distance (d) between the axles is:		

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	3.2.1	less than 1 m (d < 1,0)	11 tonnes
	3.2.2	**equal to or greater than** ~~between~~ 1,0 m and less than 1,3 m (1,0 ≤ d < 1,3)	16 tonnes
	3.2.3	**equal to or greater than** ~~between~~ 1,3 m and less than 1,8 m (1,3 ≤ d < 1,8)	18 tonnes
	3.2.4	**equal to or greater than** 1,8 m ~~or more~~ (1,8 ≤ d)	20 tonnes
3.3 Tri-axles of trailers and semi-trailers			
	The sum of the axle weights per tri-axle must not exceed, if the distance (d) between the axles is:		
	3.3.1	**less than** 1,3 m ~~or less~~ (d ≤ 1,3)	21 tonnes
	3.3.2	**equal to or greater than** ~~over~~ 1,3 m and **less than** ~~up to~~ 1,4 m (1,3 ≤ d ≤ 1,4)	24 tonnes
3.4 Driving axle			
	3.4.1	Driving axle of the vehicles referred to in points 2.2, 2.3 and 2.4.	11,5 tonnes
3.5 Tandem axles of motor vehicles			
	The sum of the axle weights per tandem axle must not exceed, if the distance (d) between the axles is:		
	3.5.1	less than 1 m (d < 1,0)	11,5 tonnes
	3.5.2	**equal to or greater than** 1,0 m **and** ~~or greater but~~ less than 1,3 m (1,0 ≤ d < 1,3)	16 tonnes
	3.5.3	**equal to or greater than** 1,3 m **and** ~~or greater but~~ less than 1,8 m (1,3 ≤ d < 1,8)	18 tonnes
		Where the driving axle is fitted with twin tyres and air suspension or suspension recognised as being equivalent within the Union as defined in Annex II, or where each driving axle is fitted with twin	19 tonnes

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		tyres and where the maximum weight for each axle does not exceed 9,5 tonnes	
3.6 Tri-axles of motor vehicles			
	The sum of the axle weights per tri-axle must not exceed, if the distance (d) between the axles is:		
	3.6.1	**less than** 1,3 m ~~or less~~ (d ≤ 1,3)	21 tonnes
	3.6.2	**equal to or greater than** ~~over~~ 1,3 m and **less than** ~~up to~~ 1,8 m (1,3 ≤<d ≤ 1,8)	24 tonnes
4. Related characteristics of the vehicles referred to in Article 1(1), point (b)			
4.1 All vehicles			
	The weight borne by the driving axle or driving axles of a vehicle or vehicle combination must not be less than 25 % of the total laden weight of the vehicle or vehicle combination, when used in international traffic		
4.2 Road trains			
	The distance between the rear axle of a motor vehicle and the front axle of a trailer must not be less than 3,00 m		

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4.3 Maximum authorised weight depending on the wheelbase	
	The maximum authorised weight in tonnes of a four-axle motor vehicle may not exceed five times the distance in metres between the axles of the foremost and rearmost axles of the vehicle.
	The maximum authorised weight in tonnes of a motor vehicle with five axles may not exceed four times the distance in metres between the axles of the foremost and rearmost axles of the vehicle, in case the weight exceeds 32 tonnes
	The maximum authorised weight of a vehicle combination, as set out in section 2.2, must not exceed either 42 tonnes or the value calculated using the formula below, whichever is lower. This limitation applies irrespective of any higher weight limits permitted under preceding provisions. ~~The maximum authorised weight in tonnes of a vehicle combination may not exceed the maximum of 42 t or the weight given by the formula:~~ Weight in tonnes ≤ 2,7 x A + 13,5 where A is the distance in metres between the axes of the foremost and rearmost axles of the vehicle combination.
4.4 Semi-trailers	
	The distance measured horizontally between the axis of the fifth-wheel king pin and any point at the front of the semi-trailer must not exceed 2,04 m

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