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REPORT

From:	General Secretariat of the Council
To:	Permanent Representatives Committee (Part 1)
No. Cion doc.:	ST 11722/23 + ADD 1
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 – General Approach

I. INTRODUCTION

The Commission submitted the above-mentioned proposal to the European Parliament and to the Council on 13 July 2023 as a part of the Greening Transport Package.

The Commission presented the Greening Transport Package in two parts. The first part was proposed on 13 July 2023 and consists of the proposal in subject, together with a proposal for a Regulation for a harmonised framework for GHG emissions from freight and passenger transport services (CountEmissions EU initiative) and a proposal for a Regulation on the use of railway capacity in the single European railway area. The second part of the package was proposed on 7 November 2023 and consists of the proposal amending Council Directive as regards a support framework for intermodal transport of goods and the Regulation as regards calculation of external costs savings and generation of aggregated data (Combined Transport Directive).

The proposal to amend 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, hereafter the “Directive on Weights and Dimensions for certain road vehicles” has three objectives: (a) to better ensure the free and efficient movement of goods and fair competition, (b) to provide sufficient incentives for the sector to encourage investment in zero-emission technologies and (c) to ensure more efficient and consistent enforcement of the new and existing rules.

II. WORK AT OTHER INSTITUTIONS

The European Parliament designated the Committee on Transport and Tourism (TRAN) as the responsible committee on this proposal and Ms. Isabel GARCIA MUÑOZ (S&D, ES) as the rapporteur.

The European Economic and Social Committee adopted its opinion at the 582nd plenary session, on 26 October 2023. The Committee of the Regions has not yet adopted its opinion.

III. WORK WITHIN THE COUNCIL AND ITS PREPARATORY BODIES

During the Spanish Presidency, the Working Party on Land Transport discussed and examined the impact assessment at its session of 24 July 2023. The Working Party examined the proposal in detail and discussed five compromise proposals.

Firstly, in order to better ensure the free and efficient movement of goods and fair competition, the work focused on making the existing rules clearer and on complementing the existing Directive with missing rules. In Article 4, the Commission proposed changes to the permits to be handed out for the carrying of indivisible loads. The proposal intends to make it easier for operators to obtain such permits. To that end, Member States should review their procedures and see where these can be made smooth, efficient and non-discriminatory. Member States should also cooperate in order to harmonise vehicle markings and signalling and should not impose language requirements on the driver. Member States are generally supportive but would like to clarify that if the driver does not speak the official language(s) of the Member State(s) where the operation takes place, the relevant Member State(s) can impose other requirements to ensure effective communication with the control authorities.

In Article 4, the Commission also proposed that Member States can allow for the circulation of European Modular Systems (EMS), provided a number of conditions are met. Member States agree with the principle but made some changes to the conditions, in particular by requiring that information is provided not only on the road network but also on all safety and environmental requirements. Moreover, Member States do not wish to impose a monitoring system but propose that those Member States where the use of EMS will be allowed, will monitor its impact on road safety, the infrastructure, modal cooperation, the modal split and on the environment within the three years after its implementation. The Commission also proposed changes and clarified the way Member States can introduce trials for a limited time period to test the use of new technologies or new concepts; this includes EMS. This is acceptable for Member States, with some minor clarifications and changes.

In a new Article 4a, the Commission proposed that Member States establish a one-stop-shop function to ensure a single national access point for permits for indivisible loads, for obtaining and having access to the information to obtain these permits and finally for obtaining and having access to all the relevant information as regards the operations of EMS in a given Member State. Member States support such one-stop-shop but would need more time to implement it, so it is suggested to give Member States three more years to implement this provision.

In Article 8c, the Commission proposed to harmonise the rules for vehicle transporters and to clarify the rules as regards the use of load supports and the overhang both in the front and from behind. Member States can support this harmonisation with minor clarifications.

Member States cannot agree to increase the maximum height for vehicles carrying high-cube containers, as it was proposed by the Commission in the Annex, under point 1.3.

Secondly, in order to provide sufficient incentives for the sector to encourage investments in zero-emission technologies, the Commission proposed changes to Article 9a, first to internalise changes to the type-approval rules that have integrated the rules on aerodynamic cabs and also to allow the extra length allowance to be used to install zero-emission technologies. Member States can support this.

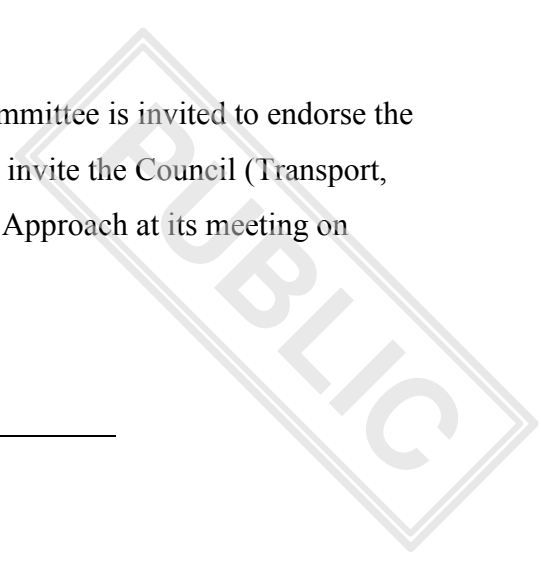
In Article 10b, some Member States cannot agree, as proposed by the Commission, with an increased authorised weight for zero-emission vehicles above the current weight in force or cannot support increased axle weights for this type of vehicles. They consider that this will lead to more wear and tear of the infrastructure and would require higher maintenance and investment costs to upgrade or build new roads. Following this line of reasoning, the presidency proposes to maintain the situation with the current values, which already include the incentive of an increase of 2 tonnes for zero emission vehicles.

In relation to the allowance of heavier vehicles when equipped with zero-emission technologies, the Commission proposed a temporary allowance for conventional vehicles in a new Article 4b, based on the principle that if a Member State allows heavier vehicles for national transport, that Member State cannot refuse the use of the same vehicles in international traffic. Hence, Member States could also allow conventional vehicles with a weight up to 48, in specific cases. To incentivise the replacement of conventional vehicles with zero-emission vehicles, the Commission proposed to limit the extra weight allowance for conventional vehicles until 31 December 2034. The Presidency is instead proposing that this measure will be first evaluated by the Commission by 2035 and not automatically stopped.

Finally, to ensure more efficient and consistent enforcement of the new and existing rules Member States can endorse the Commission proposal in Article 6 related to the proofs to be carried by vehicles, although Member States do not support the use of the eFTI-platform to demonstrate the documentation as regards intermodal transport operations. As regards the control of overloaded vehicles as defined in Article 10d, Member States agreed to the use of automatic systems installed on the road and aligned it with the requirements that will be set up in the TEN-T Regulation. Member States consider it is sufficient to refer to an appropriate number of checks in Article 10d. Member States agree to introduce a new Article 10da as regards the implementation of Intelligent Access Policy schemes to regulate, monitor and ease the access of heavy-duty vehicles to specific roads or areas.

IV. CONCLUSIONS

In light of the above, the Permanent Representatives Committee is invited to endorse the compromise presented in the annex to this report, and to invite the Council (Transport, Telecommunications and Energy) to agree on a General Approach at its meeting on 4 December 2023.



2023/0265 (COD)

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

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 Committee¹,

Having regard to the opinion of the Committee of the Regions²,

Acting in accordance with the ordinary legislative procedure,

Whereas:

¹ OJ C , , p. .

² OJ C , , p. .

- (1) Council Directive 96/53/EC³, 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.
- (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 Deal⁵ 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.

³ OJ L 235, 17.9.1996, p. 59.

⁴ COM(2020)789 final.

⁵ COM(2019) 640 final.

- (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) 2018/858⁶ and (EU) 2019/2144⁷ of the 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 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 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 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).

- (6) The provisions of Directive 96/53/EU complement Council Directive 92/106/EEC⁸ 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~~ **measures**, mainly **including tools** of digital nature, to ensure effective communication between the driver and control authorities. To reduce administrative burden for operators

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).

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, thanks to their confinement to adequate parts of the road networks. 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 enlarge the positive socio-economic and environmental impacts of the use of EMS, it is crucial to remove unnecessary barriers to their safe use in cross-border operations between neighbouring Member States that allow such vehicle combinations on their territories, at those cross-border points where the infrastructure allows its circulation, without limitation in the number of borders crossed as long as they comply with the maximum authorised weights and dimensions for EMS established by Member States within their respective territories and with the national safety standards imposed to drivers and to vehicles in national traffic. It is also essential that these national safety standards are proportionate and non-discriminatory. 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 and to safeguard road safety. In the interests of safety of operations, transparency and legal clarity, common conditions should be established for the circulation of EMS in national and international traffic, including providing clear information on the weights and dimensions limits for EMS and on parts of the road network compatible with specifications of such vehicles.

- (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.

- (12) The artificial barriers to the cross-border transport of heavier lorries primarily used in long distance transport (such as vehicle combinations with 5 and 6 axles), should be removed in a harmonised way to take advantage in the short term of the operational, energy and environmental efficiency linked to the greater loading capacity granted by the Member States, including for intermodal transport. To effectively drive the transition towards zero-emission mobility, it is necessary to phase out the use of such heavier lorries running on fossil fuels, as of 2035, when the market penetration of zero-emission HDVs is projected to increase significantly up to around 50% of new HDV registrations. **The Commission should monitor the developments in the market of zero-emission heavy-duty vehicles in order to assess whether the date for the phasing out should be adapted.** After the phasing out, heavier lorries should continue to be allowed in national traffic while, in international traffic, they should comply with the maximum authorised weights set up in Annex I to Directive 96/53/EC, which limits the extra weight allowance to zero-emission vehicles and to vehicles involved in an intermodal transport operation.
- (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 is 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 Member States should use weigh-in-motion systems installed on the trans-European road transport network. Member States shall establish adequate levels of controls to be performed reflecting the intensity of traffic on their territories including during night hours.
- (18) To further step up enforcement and monitoring of the circulation of heavy-duty vehicles on the Union's roads, reduce congestion, enhance road safety, reduce risks of damage to infrastructure and promote sustainable transport operations, Member States should be encouraged to establish Intelligent Access Policy schemes that ensure compliance with rules on the maximum authorised weights and dimensions. When establishing such schemes, Member States should apply minimum common requirements to guarantee harmonisation and interoperability across the EU, in particular as regards accessibility and format of relevant data to be exchanged. The schemes should help to ensure that the right vehicle with the right cargo, operates on the right road, and at the right time to secure minimum impact on environment, infrastructure, human health and safety, and society. The establishment of such schemes should make use of advanced intelligent transport systems, such as vehicle-to-infrastructure communication, vehicle-to-network communication, real-time data sharing and remote monitoring, in order to ensure safe and smooth traffic of heavy-duty vehicles and they should not lead to disproportionate or discriminatory traffic restrictions.

- (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. 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.
- (22) ~~In order to ensure that the monitoring systems to be set up by the Member States for assessing the impacts of trials, including EMS trials, comply with minimum harmonised requirements,~~ The power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission to supplement Directive 96/53/EC ~~in respect of determining the minimum sets of data and/or performance indicators to be provided by those monitoring systems~~ **by updating the list of alternative fuels that require additional weight**. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016⁹. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their

⁹ OJ L 123, 12.5.2016, p. 1.

experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

- (23) In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission **to determine the minimum sets of data and/or performance indicators to be provided by the monitoring systems of the Member States in order to assess the impact of trials**, 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, to amend Commission Implementing Regulation (EU) 2019/1213¹⁰ when needed, 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 Council¹¹.
- (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.
- (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

¹⁰ Commission Implementing Regulation (EU) 2019/1213 of 12 July 2019 laying down detailed provisions ensuring uniform conditions for the implementation of interoperability and compatibility of on-board weighing equipment pursuant to Council Directive 96/53/EC (OJ L 192, 18.7.2019, p. 1).

¹¹ 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).

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.

- (27) In accordance with the Joint Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents¹², 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 M₂ and M₃ and their trailers in category O and motor vehicles in categories N₂ and N₃ and their trailers in categories O₃ and O₄, as classified in Article 4 of Regulation (EU) 2018/858 of the European Parliament and of the Council¹³;’;

¹² OJ C 369, 17.12.2011, p. 14.

¹³ 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).

- (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 Council¹⁴.
- (c) paragraph 3 is replaced by the following:
- ‘3. This directive shall not apply to articulated buses comprising more than one articulated section or vehicles combinations consisting of a bus with an attached trailers or 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,’;

¹⁴ 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).’;

- (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, **except those vehicles equipped with elongated cabs according to Article 9a paragraph 1 or with zero-emission technology according to Article 10b paragraph 2.**’;
- (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 or in part by an alternative fuel and which has been approved under the framework of Regulation (EU) 2018/858, ’;
- (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/EEC¹⁵; or’;

¹⁵ 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 correspond to the 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) 2020/683¹⁶, with no positive tolerances.’;

(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 transparent and efficient, minimises administrative burdens and avoids unnecessary delays.

¹⁶ 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).

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. Member States shall cooperate in order to harmonise vehicle markings and signalling. Member States shall not impose a requirements on the driver to possess knowledge of the official language(s) of the Member States where the operation takes place. 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 1.1, 1.2, 1.3, 1.4 to 1.8, 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 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 capacity **length** authorised in that Member State, and so that every operator may benefit from equal conditions of competition.

(c) the following paragraph 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, as well as to the national safety requirements or environmental requirements imposed to the vehicles part of these systems or to their drivers;

(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;

(d) the Member States shall assess the impact of European Modular Systems on road safety, on the road infrastructure, on modal cooperation, as well as the environmental impacts of European Modular Systems on the transport system, including the impacts on modal split, within three years from allowing their circulation. This obligation does not apply when European Modular Systems have been previously tested in accordance with paragraph 5 of this Article.

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 do not exceed the maximum weights and dimensions set for European Modular Systems and comply with the safety or environmental requirements imposed to the vehicles part of these systems or to their drivers in national traffic. Member States shall guarantee that the national safety requirements to the circulation of European Modular Systems are proportionate and non-discriminatory.

Member States shall inform the Commission in case they allow the circulation in their territories of European Modular Systems and notify the assessment performed pursuant to letter (d) of this paragraph.’;

(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 in agreement with the Member States concerned for the trial period.

Trials with European Modular Systems shall be allowed for a maximum of ~~five~~ **seven** years and can be renewed for another period of maximum five years.

Member States shall inform the Commission on setting up any trials referred to in the first and second subparagraph and shall set a monitoring system and assess the impact of the trials on road safety, on the road infrastructure and on modal cooperation, as well as the environmental impacts on the transport system, including the impacts on modal split.’;

(e) the following paragraph is inserted:

‘5a. The Commission may adopt implementing acts to determine the minimum sets of data and the performance indicators to be provided by the monitoring systems set up by the Member States as referred to in paragraphs 5 of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 10i(2).’;

(f) paragraph 7 is deleted;

(4) the following Articles 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;

(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.

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 2.2.1 or 2.2.2 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, provided that such vehicle combinations do not have a maximum authorised weight exceeding 44 tonnes.

2. By way of derogation from paragraph 1, the 44 tonnes-weight limit set out in paragraph 1 may be exceeded in case the Member State allows higher weight values to those vehicle combinations when involved in an intermodal transport operation.

3. In view of the expected increase in the uptake of zero-emission vehicles, this Article shall apply until 31 December 2034.

4. No later than 31 December 2032, the Commission shall review the date set in paragraph 3, based on the assessment of the development on the market of zero-emission heavy-duty vehicles.¹⁷;

(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) 2021/535¹⁷,
- (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;

¹⁷ 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).

(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.’;

(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.’;

(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 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 overhanging load. The load may protrude in front of the towing vehicle up to a maximum of 0,5 meters, provided that the axles of the transported vehicle rests on the body structure. The load may protrude from behind up to a maximum of 1,5 meters, provided that the forward 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.’;

(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, safety performance and driver’s safety and comfort. 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 ~~and axle weights~~ of alternatively fuelled or zero-emission vehicles shall be those set out in points 2.2., 2.3, **and** 2.4, 3.4.2 and 3.4.3 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. The Commission shall 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 zero-emission vehicles or vehicle combinations including zero-emission vehicles and may be exceeded by the additional length necessary to accommodate the zero-emission technology 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 in accordance with the rules on type-approval within the framework of Regulation (EU) 2018/858 and Implementing Regulation (EU) 2021/535. That additional length shall be indicated in the official proof required in accordance with Article 6.

3. The Commission shall assess by [please insert end of the transposition period] the need for specific dimensions of HDVs equipped with alternatively fuelled drivetrains taking into account the technological developments in this field.

- (10) Article 10c is replaced by the following

‘Article 10c

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.’;

- (11) 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 weights and that should therefore be checked by their competent authorities in order to ensure compliance with the requirements of this Directive.

Those measures shall 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) 1315/2013¹⁸.

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.

¹⁸ Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).

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.

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. The compliance checks shall include an appropriate number of checks performed at night time.’;

(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.’;

(12) the following Article 10da is inserted:

Article 10da

1. Member States may implement Intelligent Access Policy (IAP) schemes within their territories to regulate, monitor and ease the access by heavy-duty vehicles to specific roads or areas.

For the purposes of this Article, an ‘intelligent access policy’ shall mean a technical and functional framework to manage heavy-duty vehicle access to the road network, through the use of telematics, to ensure compliance with the applicable rules on weights and dimensions.

2. When a Member State implements IAP pursuant to paragraph 1, it shall ensure that their IAP schemes comply with Directive 2010/40/EU of the European Parliament and of the Council¹⁹. In particular, Member States shall ensure that data related to the IAP scheme and falling within the scope of Directive 2010/40/EU, including weight, length, width or height restrictions, are available in digital machine-readable format and made accessible via the National Access Points established under Delegated Regulation (EU) 2022/670²⁰.

3. When a Member State implements IAP schemes pursuant to paragraph 1, it shall:

(a) define the criteria for granting access to heavy-duty vehicles, including but not limited to vehicle weight, length, technical specifications, and compliance with specific safety standards;

(b) favour the use of advanced intelligent transport systems to enhance safety and efficiency and reduce congestion in road transport operations affected by the IAP schemes;

(c) establish a comprehensive information and communication system to inform operators of heavy-duty vehicles about the IAP scheme requirements, application procedures, and any updates or changes to the scheme;

4. The establishment of IAP schemes by a Member State shall not give rise to discriminatory or disproportionate restrictions on the free movement of goods and services and shall not unduly impede the smooth functioning of the internal market.’

~~(13) in Article 10f(1), point (a) is replaced by the following:~~

~~‘(a) the shipper to give to the haulier to whom it entrusts the transport of a container or swap body a statement indicating the weight of the container or swap body transported; and’;~~

¹⁹ 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).

²⁰ 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).

(14) 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 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;
- (d) the implementation and effectiveness of IAP schemes set up in accordance with Article 10da,;
- (f) the results of the assessments carried out pursuant to Article 4(5).

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).’;

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

‘2. The power to adopt delegated acts referred to in Articles ~~4(5a)~~ and 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.’;

(16) 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.’;

(17) Article 10j is deleted;

(18) the following Article 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 at the request of the Member States concerned 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 when 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.’;

- (19) Annex I is replaced by the Annex to this Directive;
- (20) in Annex III, the words ‘Directive 76/114/EEC’ are replaced by the words ‘Annex II to Commission Implementing Regulation (EU) 2021/535.’.

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.

Article 4
Entry into force

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: ~~32~~ 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
The President

For the Council
The President

MAXIMUM WEIGHTS AND DIMENSIONS AND RELATED CHARACTERISTICS OF VEHICLES

<i>1. Maximum authorised dimensions for the vehicles referred to in Article 1(1), point (a)</i>		
<i>1.1 Maximum length</i>		
	— motor vehicle other than a bus	12,00 m
	— trailer	12,00 m
	— articulated vehicle	16,50 <u>18,00</u> 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
<i>1.2 Maximum width:</i>		
	(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

<i>1.3 Maximum height</i>	
— any vehicle	4,00 m
<i>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.</i>	
<i>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.</i>	
<i>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</i>	
<i>1.5a Additional requirements for buses</i>	
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	
<i>1.6 Maximum distance between the axis of the fifth-wheel king pin and the rear of a semi-trailer.</i>	12,00 m
<i>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.</i>	15,65 m
<i>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.</i>	16,40 m

<i>2. Maximum authorised vehicle weight</i>			
<i>2.1 Vehicles forming part of a vehicle combination</i>			
	2.1.1	Two-axle trailer	18 tonnes
	2.1.2	Three-axle trailer	24 tonnes
<i>2.2 Vehicle combinations</i>			
	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	Articulated vehicles with five or six axles	
		(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:	
	2.2.4.1	is 1,3 m or greater but not more than 1,8 m
	2.2.4.2	is greater than 1,8 m
		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 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.		
<u>In the case of vehicle combinations including zero-emission motor vehicles, the maximum authorised weights provided for in Sub-section 2.2 shall be increased by 2 tonnes.</u> In the case of vehicle combinations including zero-emission motor vehicles the maximum authorised weights provided for in Sub-section 2.2.1 and 2.2.2 shall be increased by 4 tonnes.		
In the case of vehicle combinations including zero-emission motor vehicles the maximum authorised weights provided for in in Sub-section 2.2.3 and 2.2.4 shall be increased by 2 tonnes.		
<i>2.3 Motor vehicles</i>		
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 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	32 tonnes
2.3.6	Five-axle motor vehicles with 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.	40 tonnes
<p>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.</p>		
<p>In the case of zero-emission vehicles, the maximum authorised weights provided for in Sub-section 2.3 shall be increased by 2 tonnes.</p>		

<i>2.4 Three-axle articulated buses</i>		28 tonnes
<p>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.</p> <p>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</p>		
<i>3 Maximum authorised axle weight of the vehicles referred to in Article 1 (1), point (b)</i>		
<i>3.1 Single axles</i>		
	Single non-driving axle	10 tonnes
<i>3.2 Tandem axles of trailers and semi-trailers</i>		
	The sum of the axle weights per tandem axle must not exceed, if the distance (d) between the axles is:	
3.2.1	less than 1 m ($d < 1,0$)	11 tonnes
3.2.2	between 1,0 m and less than 1,3 m ($1,0 \leq d < 1,3$)	16 tonnes
3.2.3	between 1,3 m and less than 1,8 m ($1,3 \leq d < 1,8$)	18 tonnes
3.2.4	1,8 m or more ($1,8 \leq d$)	20 tonnes
<i>3.3 Tri-axles of trailers and semi-trailers</i>		

	The sum of the axle weights per tri-axle must not exceed, if the distance (d) between the axles is:		
3.3.1	1,3 m or less ($d \leq 1,3$)		21 tonnes
3.3.2	over 1,3 m and up to 1,4 m ($1,3 < d \leq 1,4$)		24 tonnes
<i>3.4 Driving axle</i>			
3.4.1	Driving axle of the vehicles referred to in points 2.2, 2.3 and 2.4		11,5 tonnes
<i>3.5 Tandem axles of motor vehicles</i>			
	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	1,0 m or greater but less than 1,3 m ($1,0 \leq d < 1,3$)		16 tonnes
3.5.3	1,3 m or greater but less than 1,8 m ($1,3 \leq d < 1,8$)		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 tyres and where the maximum weight for each axle does not exceed 9,5 tonnes		19 tonnes

<i>3.6 Tri-axles of motor vehicles</i>		
	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 ($d \leq 1,3$)	21 tonnes
3.6.2	over 1,3 m or greater but less than and up to 1,8 m ($1,3 \leq d \leq 1,8$)	24 tonnes
<i>4. Related characteristics of the vehicles referred to in Article 1(1), point (b)</i>		
<i>4.1 All vehicles</i>		
	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	
<i>4.2 Road trains</i>		
	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	
<i>4.3 Maximum authorised weight depending on the wheelbase</i>		
	The maximum authorised weight in tonnes of a four-axle or a five-axle motor vehicle may not exceed five times the distance in metres between the axles of the foremost and rearmost axles of the vehicle	
<i>4.4 Semi-trailers</i>		
	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	