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WORKING DOCUMENT

From:	General Secretariat of the Council
To:	Working Party on Land Transport
N° prev. doc.:	ST 5191/26
N° Cion doc.:	ST 11722/23 + ADD 1 - 5
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 - Four-column document = Comments from Sweden

Delegations will find, attached, comments from **Sweden** on the above-mentioned document.

Written comments by Sweden regarding revision of directive 96/53/EC on weights and dimensions, following Tuesday 2026-03-17

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1. Line 49a-b

Sweden would like to express its support for the amendment from GA in lines 49a-b, which excludes vehicle combinations intended for passenger transport (motor vehicles with an attached trailer or semi-trailer) from the scope of the directive. This creates opportunities for MS to modernize and create more efficient public transports.

Given some questions on this proposal from other member states, we would like to clarify that this proposal does not impose any additional mandatory requirements on MS. Instead, it provides valuable flexibility, empowering MS to authorize efficient vehicle combinations intended for passenger transports based on their specific domestic needs. By supporting this proposal, we enable higher capacity and more efficient public transport solutions without increasing regulatory burdens.

Sweden is also in favour of the PRES proposal to accept EP amendment allowing for longer (21m) articulated buses with 4 axles, in the Annex.

2. Line 79a

Sweden can support the proposal to introduce a common EU label for vehicles that are transporting indivisible loads. A harmonized EU label will strengthen the internal market and facilitate cross-border transport operations. However, a transition period of at least five years must be added to that proposal.

A transition period is essential to give plate manufacturers and suppliers sufficient time to meet the demand for the new plates and to prevent disproportionate administrative burdens and costs for the transport industry. Such a phased approach will ensure a sustainable transition from current national requirements to the new EU label.

3. Line 146a-e

SE does not support the EP's proposal to require mandatory marking for all vehicles that exceeds the dimensions of the directive. The proposal lacks a reasonable balance between benefit and burden and also fails to take into account that in many MS longer vehicle combinations are a natural part of normal daily traffic. Forcing distinctive marking on vehicle trains that road users are already used to encountering is not considered to add any real road safety benefit but rather creates an unnecessary administrative and financial burden for the road transport industry. It is also considered that there is a risk that the marking will erase the distinction between "normal transport" and transport of indivisible loads.

Sweden supports the establishment of a harmonised EU label, but it should be voluntary for MS to introduce.