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LIMITE

**TRANS
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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 Malta

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



Malta's written comments on the 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.

Malta reiterates its disagreement to the suggested increases in weight outlined in the European Parliament Mandate Table 1. In this respect, Malta maintains support for the figures outlined in the General Approach text, especially to the 11.5-tonne limit of the driving axle and the 10-tonne limit of the non-driving axle and the cumulative weights for vehicle combinations (section 2.2 of the General Approach Annex). The reasoning for such a stance remains that of safety as well as infrastructural concerns. Any increases in weight will have a disproportionate impact on Malta's roads network and on the ports in terms of deterioration of the infrastructure and the substantial reduction of their serviceable lifetime.

Technical lines:

Lines 130-131:

Malta prefers to retain the GA text as it offers clearer and more enforceable guidelines that promote both practicality and safety for vehicle transporters.

Indivisible loads and associated permits/language obligations and tools:

Line 103c:

Malta has no objection to the EP proposal.

Lines 78, 79, and 104:

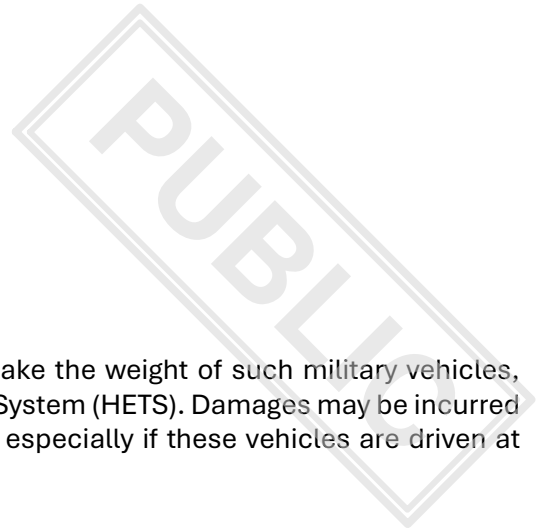
Malta does not agree with harmonizing the rules concerning the escort of transport for indivisible loads, as tailored solutions are necessary for different Member States. In this respect, Malta prefers to retain the text of the General Approach.

EU Label:

Malta would prefer to stick to the General Approach with regards to the provisions on EU labelling.

Single national Access point/OSS/Web Portal:

Malta would prefer to stick to the General Approach with regards to the provisions on the Single national Access point/OSS/Web Portal.



Exceptions in case of crisis:

Lines 193-195:

Malta's road network and ports are not designed to take the weight of such military vehicles, including the 130 Tonnes Heavy Equipment Transport System (HETS). Damages may be incurred to the road foundations after use with such vehicles, especially if these vehicles are driven at speed. **This is a red line for Malta.**

Malta has no objection to these weights permitted on the network of other Member States, the text must also recognise Malta's specific concerns.

Line 196:

Malta has no issues, however it prefers the inclusion of line 196a present in the General Approach.

EMS:

Lines 19, 19a, 20, 20a, 32, 85a, 89, 96, 89a, 90, 91, 93, 94 and 182:

Malta has no issues on the provisions relating to the European Modular Systems provided that the "may" clause remains.