Council of the European Union
General Secretariat

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Interinstitutional files:
2023/0265 (COD)

Brussels, 09 April 2026

WK 4377/2026 ADD 5

LIMITE

TRANS
CLIMA
ENV
COMPET
CODEC

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ONLY MARGINAL PERSONAL DATA HAVE BEEN REDACTED

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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 Portugal

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

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Council of the European Union

Brussels, 13 January 2026
(OR. en)

5191/26

Interinstitutional File:
2023/0265 (COD)

LIMITE

TRANS 4
CLIMA 13
ENV 21
COMPET 26
CODEC 21

WORKING DOCUMENT

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 - Four-column document

In view of the Land transport working party on 20 January, delegations can find below a 4-column document on the file in subject above.

This is the first edition of the 4-column document marking the start of the interinstitutional technical meetings (ITM's). To organise the work in the ITM's, the Presidency has categorised the lines of the articles; the recitals will be studied at a later stage and will be streamlined with the outcome on the articles.

Category A are the lines where there is already convergence on the Council and Parliament positions. Category B marks the lines that are considered as technical. Category C marks the lines that are considered political. *Delegations are invited to reflect on the categorisation and to inform the Presidency on their appreciation of the Parliament's amendments.*

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Some initial remarks:

– Line 60: Presidency will propose to accept the Parliament's amendment, as in the Council a similar position was taken before. This was overlooked in the last phase of the Council work running up to the adoption of the general approach.

The Presidency has agreed with the Parliament on dates for 4 ITM's. Subject to the progress during the ITM's a date will be considered for the next trilogue.

An overview for the first ITM's:

– 1st ITM: 28 January (9h30-12h)

– 2nd ITM: 5 February (9h30-12h)

– 3rd ITM: 26 February (9h30-12h)

– 4th ITM: 5 March (9h30-12h)

The Presidency will debrief delegations after each ITM, and present compromise proposals to the working group for the consideration by the delegations. The first ITM will allow for the Presidency and the Parliament to explain in more detail the amendments that were made to the Commission proposal. That should allow to start looking for solutions on each of the outstanding issues.

N.B. due to technical issues, delegations will notice the empty line 157. This line will stay with us until the end of the negotiations and cleaned up afterwards.

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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

		CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
Formula					
G	1	2023/0265 (COD)	2023/0265 (COD)	2023/0265 (COD)	2023/0265 (COD) G
Proposal Title					
G	2	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	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	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	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 G
Formula					
G	3	THE EUROPEAN PARLIAMENT AND THE	THE EUROPEAN PARLIAMENT AND THE	THE EUROPEAN PARLIAMENT AND THE	THE EUROPEAN PARLIAMENT AND THE G

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
	COUNCIL OF THE EUROPEAN UNION,	COUNCIL OF THE EUROPEAN UNION,	COUNCIL OF THE EUROPEAN UNION,	COUNCIL OF THE EUROPEAN UNION,
Citation 1				
4	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91 thereof,	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91 thereof,	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91 thereof,	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91 thereof,
Citation 2				
5	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission,
Citation 3				
6	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments,
Citation 4				
7	Having regard to the opinion of the European Economic and Social Committee[1], 1. OJ C , , p. .	Having regard to the opinion of the European Economic and Social Committee[1], 1. OJ C , , p. .	Having regard to the opinion of the European Economic and Social Committee[1], 1. OJ C-, **C/2024/895, 6.2.2024, ELI: http://data.europa~~, p.~~ .eu/eli/C/2024/895/oj**	Having regard to the opinion of the European Economic and Social Committee[1], 1. OJ C-, *C/2024/895, 6.2.2024, ELI: http://data.europa~~, p.~~ .eu/eli/C/2024/895/oj*
Citation 5				
8	Having regard to the opinion of the Committee of the Regions[1], 1. OJ C , , p. .	Having regard to the opinion of the Committee of the Regions[1], 1. OJ C , , p. .	Having regard to the opinion of the Committee of the Regions[1], 1. OJ C-, **C/2024/1982, 18.3.2024, ELI: http://data.europa~~, p.~~ .eu/eli/C/2024/1982/oj**	Having regard to the opinion of the Committee of the Regions[1], 1. OJ C-, *C/2024/1982, 18.3.2024, ELI: http://data.europa~~, p.~~ .eu/eli/C/2024/1982/oj*

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
Citation 6				
9	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure,
Formula				
10	Whereas:	Whereas:	Whereas:	Whereas:
Recital 1				
11	(1) Council Directive 96/53/EC[1], 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	(1) Council Directive 96/53/EC[1], 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	(1) Council Directive 96/53/EC[1], 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	(1) Council Directive 96/53/EC[1], 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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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
	Union's policy priorities of decarbonisation of transport. 1. OJ L 235, 17.9.1996, p. 59.	Union's policy priorities of decarbonisation of transport. 1. OJ L 235, 17.9.1996, p. 59.	Union's policy priorities of decarbonisation of transport. 1. OJ L 235, 17.9.1996, p. 59.	1. OJ L 235, 17.9.1996, p. 59.
Recital 2				
12	(2) The Commission's Communication on a Sustainable and Smart Mobility Strategy putting European transport on track for the future[1] makes it clear that in order to contribute to the achievement of the European Green Deal[2] 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. 1. COM(2020)789 final. 2. COM(2019) 640 final.	(2) The Commission's Communication on a Sustainable and Smart Mobility Strategy putting European transport on track for the future[1] makes it clear that in order to contribute to the achievement of the European Green Deal[2] 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. 1. COM(2020)789 final. 2. COM(2019) 640 final.	(2) The Commission's Communication on a Sustainable and Smart Mobility Strategy putting European transport on track for the future[1] makes it clear that in order to contribute to the achievement of the European Green Deal[2] 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. 1. COM(2020)789 final. 2. COM(2019) 640 final.	(2) The Commission's Communication on a Sustainable and Smart Mobility Strategy putting European transport on track for the future[1] makes it clear that in order to contribute to the achievement of the European Green Deal[2] 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. 1. COM(2020)789 final. 2. COM(2019) 640 final.
Recital 3				
13	(3) By streamlining and clarifying the rules on weights and dimensions of road transport	(3) By streamlining and clarifying the rules on weights and dimensions of road transport	(3) By streamlining and clarifying the rules on weights and dimensions of road transport	(3) By streamlining and clarifying the rules on weights and dimensions of road transport

	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
	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.	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.	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.	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.
Recital 4				
14	(4) To achieve these objectives, the right balance between economic efficiency, environmental sustainability, protection of road infrastructure and road safety aspects should be struck.	(4) To achieve these objectives, the right balance between economic efficiency, environmental sustainability, protection of road infrastructure and road safety aspects should be struck. ***Furthermore, to ensure legislative coherence and legal certainty, this Directive should be aligned as closely as possible with***	(4) To achieve these objectives, the right balance between economic efficiency, environmental sustainability, protection of road infrastructure and road safety aspects should be struck.	

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
		the CO2 standards for heavy-duty vehicles Regulation and the Combined Transport Directive.		
Recital 5				
15	(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[1]and (EU) 2019/2144[2] 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. 1. 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 (Text with EEA relevance.)	(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[1]and (EU) 2019/2144[2] 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. 1. 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 (Text with EEA relevance.)	(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[1]and (EU) 2019/2144[2] 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. 1. 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 (~~Text~~	(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[1]and (EU) 2019/2144[2] 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. 1. 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 (~~*Text with*~~

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	2. 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).	2. 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).	~~with EEA relevance~~**OJ L 151, 14.6.2018, p. 1).** 2. 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).	~~EEA relevance~~OJ L 151, 14.6.2018, p. 1). 2. 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).
Recital 6				
16	(6) The provisions of Directive 96/53/EU complement Council Directive 92/106/EEC[1] 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	(6) The provisions of Directive 96/53/EU complement Council Directive 92/106/EEC[1] 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	(6) The provisions of Directive 96/53/EU complement Council Directive 92/106/EEC[1] 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	(6) The provisions of Directive 96/53/EU complement Council Directive 92/106/EEC[1] 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

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	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. 1. 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).	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. 1. 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).	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. 1. 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).	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. 1. 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).
Recital 6a				
16a		***(6a) This Directive is intended to improve the competitiveness of the road transport sector by promoting more cost-efficient and sustainable transport operations as well as encouraging intermodality. Although the new provisions will translate into a reduction in the vehicle-kilometres driven, the acute shortage of drivers in the Union is expected to persist. In order to address this shortage, it is***		

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
		fundamental to urgently improve the working conditions for drivers of heavy duty vehicles. The lack of quality truck parking areas in the Union adds to the deterioration of the working conditions of truck drivers, which is especially a problem during long-distance journeys. In order to address this situation and enhance the attractiveness of the sector, the increased dimensions required to install zero-emission technologies in vehicles should not be at the expense of sufficient cabin space and should improve the comfort of drivers. Where possible, concepts enabling additional space in the cabins for the installation of sanitary facilities on-board should be explored and incentivised.		
Recital 7				
17	(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	(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*~~***there are currently specific*** derogations, ***often on the basis of bilateral***	(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	

	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
	dimensions limits for certain types of vehicles circulating in national traffic do not automatically apply to vehicles used in cross-border operations.	***understandings between neighbouring Member States,*** from certain maximum permitted weights and dimensions limits for certain types of ~~*vehicles circulating in national traffic do not automatically apply to*~~***specialized*** vehicles ~~*used in cross-border*~~***performing transport*** operations~~*.*~~***, that should be preserved as long as they do not affect international competition***	dimensions limits for certain types of vehicles circulating in national traffic do not automatically apply to vehicles used in cross-border operations.	
Recital 8				
18	(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	(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	(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	

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
	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 such as fluency in the national language of the Member State concerned. To reduce administrative 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.	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 such as fluency in the national language of the Member State concerned. To reduce administrative 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***, that is available in all EU languages and is easily accessible by electronic communication means. These permits should be issued in an electronic format and be based on the Special European Registration of Trucks and Trailers (SERT) document,***	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 requesting the transport operators to use other communication tools, mainly of digital nature, to ensure effective communication between the driver and control authorities. Transport operators could for instance be requested to organise a service-number where the driver can be assisted in the event of being stopped by the control authorities and to ensure that this service number**	

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		which aims to harmonise technical vehicle information such as the registration of trailers or modular trailers. Transport operators should be allowed to carry out transport operations of indivisible loads using this electronic document.	**is available when the driver is driving, also during night times and weekends**. To reduce administrative 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.	
Recital 9				
19	(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	(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***. Before authorising EMS, Member States should carry out a prior***	(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~~**when performed in** adequate ~~parts of the road networks~~**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	

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	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 maximum authorised weights and dimensions 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. 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, and monitoring the impacts of the use of EMS on road safety, on the road infrastructure, on modal	***assessment for new routes of their possible impact on road safety, infrastructure, modal cooperation, modal shift and the environment***. 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 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 maximum authorised weights and dimensions 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. 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~~. ***Those conditions***	territories. At the same time, to ~~enlarge the~~**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 ~~maximum authorised weights and dimensions~~**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~~**highest** weight and dimension limit for EMS applicable in those Member States. ~~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~~	

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	cooperation, as well as the environmental impacts of European Modular Systems on the transport system, including the impacts on modal share.	***should inter alia ensure that EMS circulate on roads where the safety of vulnerable road users is guaranteed. Member States should provide*** clear information on the weights and dimensions limits for EMS ~~*and*~~ on parts of the road network compatible with specifications of such vehicles~~*,*~~ ~~*and*~~***. Member States should establish a*** monitoring ***system to evaluate*** the impacts of the use of EMS 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 share. ***The clear definition of EMS in this Directive guarantees that EMS are composed of standard vehicle units to ensure compatibility with other transport modes, notably rail. To effectively drive the transition towards zero-emission mobility, EMS engaged in international traffic should, as soon as technically and operationally feasible, be composed of zero-emissions vehicles or vehicle combinations.***	~~specifications of such vehicles, and monitoring the impacts of the use of EMS 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 share.~~	

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Recital 9a				
19a		***(9a) To maximise road safety and proper working conditions, it is important to ensure that drivers of EMS have adequate training and the qualifications required for handling heavier and longer vehicles and vehicle combinations. Member States should have the possibility to establish minimum requirements or a certification scheme for drivers of EMS. In order to ensure a level playing field that provides for equal treatment, and non-discrimination, of drivers and operators of EMS, Member States should guarantee that these certifications are mutually recognised in the concerned Member States.***		
Recital 10				
20	(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	(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	(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	

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	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.	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.	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.~~	
Recital 10a				
20a		*(10a) The new harmonised rules for EMS in national and international traffic in Member*		

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		States which allow their circulation should entail the gathering of data on road safety in those Member States, including the share of fatalities and injuries from collisions. Taking into account that vulnerable road users account for nearly one third of the deaths in collisions involving heavy-duty vehicles, Member States should make sure that EMS do not negatively impact road safety, particularly the safety of vulnerable road users such as pedestrians and cyclists as well as motor-cyclists and persons with disabilities or reduced mobility and orientation.		
Recital 11				
21	(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	(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	(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	

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	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.	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~~*an EU* standardised format, for special permits for the carriage of indivisible loads in the Member State concerned. *In addition, that national system should provide information on the national maximum authorised weights and dimensions of vehicles and vehicle combinations, information on possible restrictions, in particular on height. To ensure that operators and citizens can access all relevant information in one place, a dedicated European web portal connecting the national electronic and communication*	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.	

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		systems and providing, among others, a clear graphic overview of the roads on which EMS, and, where available, vehicles transporting indivisible loads, are allowed to circulate in the relevant Member States, should be established by the Commission, at the latest by [6 months after the date of transposition of this Directive].		
Recital 11a				
21a			**(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**	

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			Article 4, from the weight and dimension limits set in Annex I.	
Recital 11b				
21b			**(11b) Member States should be permitted to allow specialised transport operations that are carried out in circumstances in which they are not normally carried out by vehicles from other Member States, allowing such operations to deviate from standard vehicle weights and dimensions as such specialised transport do not significantly impact international competition within the transport sector. It is necessary to provide clarity to the concept and use of specialised vehicles, particularly in the context of extending such operations to international traffic, to enable seamless cooperation between consenting Member States. Clear examples are transport operations linked to logging and the forestry industry, transport performed with vehicle combinations with more than six axles, and local transport with buses.**	
Recital 11c				

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21c			**(11c) In order to support operational efficiency and promote solutions which contribute to limiting environmental impact of road transport, Member States should be permitted to grant additional length to articulated vehicles used in shuttle transport, under condition that the remaining parameters of Annex 1, and in particular its sub-section 1.5, are fulfilled. Increased length of articulated vehicles operating in shuttle transport which is a regular service, performed on a fixed logistic route can significantly increase the loading capacity, especially for palletised goods, thus reduce the number of necessary trips.**	
Recital 11d				
21d			**(11d) 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**	

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			incentivised without hampering cross-border traffic.	
Recital 11e				
21e			**(11e) Whereas the Directive allows for derogations from the maximum weights and dimensions, Member States may continue to be able to restrict, for reasons related to road safety or infrastructure characteristics, the circulation of certain vehicles in specific parts of their road network.**	
Recital 12				
22	(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	(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~~,~~ ***and maximise the effects of***	*deleted*	

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	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. 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.	***relevant existing environmental law*** it is necessary to phase out the use of such heavier lorries running on fossil fuels, as of 2035, ~~*when*~~***to strengthen legal certainty for investments and to further encourage*** the market penetration of ***more efficient*** zero-emission HDVs~~*is projected to increase significantly up to around 50% of new HDV registrations*~~. 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.		
Recital 13				
23	*(13)* The proof of compliance of vehicles with the values set out in Directive 96/53/EC should contain comprehensive information in accordance with the updated Union's rules on uniform procedures and technical specifications for the type-	(13) The proof of compliance of vehicles with the values set out in Directive 96/53/EC should contain comprehensive information in accordance with the updated Union's rules on uniform procedures and technical specifications for the type-	*deleted*	

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	approval of vehicles. The references to the applicable Union rules should therefore be updated, in order to include a specific reference to Commission Implementing Regulation (EU) 2021/535[1]. The information that should be included in the proof of compliance should further be aligned with the maximum weights authorised under Directive 96/53/EC. Controlling intermodal nature of a transport operation, as defined in Article 2, can be particularly challenging in non-containerised transport. To ensure that extra weight allowance for heavy-duty vehicles involved in intermodal transport operations is used appropriately it is necessary that operators provide a proof of intermodal nature of the operation. The platforms for digital transport data established pursuant Regulation (EU) 1056/2020 of the European Parliament and of the Council[2] ('eFTI platforms') provide a suitable tool as they are built to include the regulatory information requirements, set in Article 3 and 7 of Directive 92/106/ECC. Therefore, the use of	approval of vehicles. The references to the applicable Union rules should therefore be updated, in order to include a specific reference to Commission Implementing Regulation (EU) 2021/535[1]. The information that should be included in the proof of compliance should further be aligned with the maximum weights authorised under Directive 96/53/EC. Controlling intermodal nature of a transport operation, as defined in Article 2, can be particularly challenging in non-containerised transport. To ensure that extra weight allowance for heavy-duty vehicles involved in intermodal transport operations is used appropriately it is necessary that operators provide a proof of intermodal nature of the operation. The platforms for digital transport data established pursuant Regulation (EU) 1056/2020 of the European Parliament and of the Council[2] ('eFTI platforms') provide a suitable tool as they are built to include the regulatory information requirements, set in Article 3 and 7 of Directive 92/106/ECC. Therefore, the use of		

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	an eFTI platform should be made mandatory to record and make available relevant transport information, with regards to transport modes used to carry the cargo. _____ 1. 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). 2. Regulation (EU) 1056/2020 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33).	an eFTI platform should be made mandatory to record and make available relevant transport information, with regards to transport modes used to carry the cargo. _____ 1. 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). 2. Regulation (EU) 1056/2020 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33).		
Recital 14				
24	*(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	(14) Vehicle ~~*carriers with*~~***transporters, of which many have*** 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*~~***transporters*** cause distortions of competition and limit significantly their	(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	

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	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.	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,*~~ ***transporters*** so as to ensure that these objectives are properly met.	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.	
Recital 15				
25	(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	(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	(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	

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	and comfort features of aerodynamic cabs are not jeopardized.	and comfort features of aerodynamic cabs are not jeopardized, ***and that the vehicle concerned complies with the "turning circle rule"***.	and comfort features of aerodynamic cabs are not jeopardized.	
Recital 16				
26	(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,	(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,	(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,	(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,

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	extra weight allowances should therefore be disconnected from the weight of the zero-emission technology.	extra weight allowances should therefore be disconnected from the weight of the zero-emission technology.	extra weight allowances should therefore be disconnected from the weight of the zero-emission technology.	extra weight allowances should therefore be disconnected from the weight of the zero-emission technology.
Recital 16a				
26a		***(16a) The multiplicity of different vehicle markings and signalling in Member States can be confusing for road users and detrimental for road safety in the Union. In order to improve road safety, a standardised EU label for the length of motor vehicles or vehicle combinations used in EMS or which deviate from standard dimensions should be established at Union level. That EU label would help road users to identify and familiarise themselves with such vehicles and would reduce any risks arising from visibility restrictions or blind spots, for example when overtaking such long vehicles or vehicle combinations.***		
Recital 16b				
26b		***(16b) Battery electric, fuel-cell and other hydrogen-powered vehicles have a strong potential to decarbonise certain segments of***		

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		the heavy duty transport sector and their development should be encouraged, while taking into account the fact that no technology goes without an environmental impact. Where electrification is not possible or less efficient and hydrogen fuelled vehicles are not appropriate or cost competitive, the principle of technological neutrality allows for ensuring a level playing field with other technologies that are more mature.		
Recital 17				
27	(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	(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	(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	

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	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.	~~*such*~~*automatic* systems in the trans-European road transport network*, including certified ones on the TEN-T core network. Additionally, it should also be possible to use accurate and fully interoperable on-board weighting equipment. Such certified automatic systems should be able to recognise vehicles or vehicle combinations which exceed the maximum authorised weights, but have a derogation for it based on a valid special permit or a similar arrangement. The systems should also be able to detect if the requirements of special permits are being met. This is expected to avoid unjustified penalties and save administrative costs for both operators and Member States*. 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.	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.	

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Recital 17a								
27a						**(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 on-board technology like the on-board mass monitoring (OBMM) system via dedicated short-range communication (DSRC). The information may be used by Member States to identify vehicles that may be exceeding 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.**		
Recital 17b								

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
27b			**(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.**	
Recital 18				
28	(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,	(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,	*deleted*	

	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
	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 de 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.	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 ***such schemes in order to*** guarantee harmonisation and interoperability across ~~*de EU*~~***the Union***, in particular as regards accessibility and format of relevant data to be exchanged***. The relevant data should be accessible in real-time and in the official languages of the Union***. 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		

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
		and smooth traffic of heavy-duty vehicles and they should not lead to disproportionate or discriminatory traffic restrictions.		
Recital 18a				
28a		***(18a) The enforcement of Directive 96/53/EC is an essential part of the well-established monitoring and enforcement systems at Union and national level which contribute to the implementation of the Union's social, market and technical rules applicable to road transport. When non-compliance with the prescribed weights and dimensions requirements is detected, enforcement actions are to be taken by the competent national authorities. Member States should ensure that the penalties are non-discriminatory both as regards the types of penalty chosen and their levels, and that they are effective, dissuasive and proportionate to the seriousness of the infringement committed. Those infringements should be recorded in the national register of road transport undertakings.***		

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
		exchanged via the European Register of Road Transport Undertakings (ERRU) and reflected in the risk rating score of the undertakings in line with Regulation 1071/2009. It is expected that cross-border implementation of sanctions within the scope of Directive 96/53/EC will be facilitated through an amended Directive 2015/413 on Cross-Border Enforcement.		
Recital 18b				
28b		***(18b) In order to make progress in the green and digital transitions and to comply with the objectives set in the European Green Deal and the Sustainable and Smart Mobility Strategy, particularly as regards the GHG emission reductions from the transport sector, Member States should be encouraged to use the revenues generated from the penalties applicable to the infringements of this Directive, or the equivalent in financial value of those revenues, to support the uptake of sustainable transport means and hence mitigate the***		

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
		external costs generated by transport operations, encourage intermodality, and increase the sustainability of cross-border transport operations.		
Recital 19				
29	(19) To promote the growth of multimodal transportation system, containerised transport should be further facilitated by allowing extra height to road vehicles to transport high-cube containers.	(19) To promote the growth of multimodal transportation system, containerised transport***, including those using 45-foot or 48-foot containers, 45-foot swap bodies or high-cube containers,*** should be further facilitated by allowing extra height ***and length*** to road vehicles to transport ~~*high-cube*~~***these*** containers.	*deleted*	
Recital 19a				
29a		***(19a) The Commission should review the current type approval legislation in order to strengthen the technical and operational compatibility of new heavy duty vehicles and vehicle combinations, inter alia concerning their weight, shape, size, craneability, and retractability and foldability of protruding devices, with the requirements of combined transport operations, as well as to***		

	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
		facilitate the use and uptake of zero-emission trailers and semi-trailers.		
Recital 20				
30	(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	(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	(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	

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
	96/53/EC, it is desirable that the Commission establishes a uniform user-friendly reporting format.	96/53/EC, it is desirable that the Commission establishes a uniform user-friendly reporting format.	96/53/EC, it is desirable that the Commission establishes a uniform user-friendly reporting format.	
Recital 21				
31	(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.	(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 its possible renewal should be conditional upon the persistence of the crisis***.	(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.**	
Recital 22				
32	(22) In order to ensure that the monitoring systems to be set up by the Member States for assessing	(22) In order to ensure that the monitoring systems to be set up by the Member States for assessing	*deleted*	

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
	the impacts of EMS and 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. 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 2016[1]. 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 experts systematically have access to meetings of Commission expert	the impacts of EMS and 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. 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 2016[1]. 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 experts systematically have access to meetings of Commission expert		

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
	groups dealing with the preparation of delegated acts. 1. OJ L 123, 12.5.2016, p. 1.	groups dealing with the preparation of delegated acts. 1. OJ L 123, 12.5.2016, p. 1.		
Recital 23				
33	*(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	(23) In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission to establish ~~a~~ ***an EU*** 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	(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	

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
	European Parliament and of the Council[1]. 1. 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).	European Parliament and of the Council[1]. 1. 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).	European Parliament and of the Council[1]. 1. 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).	
Recital 23a				
33a		***(23a) In order to assess the effectiveness and efficiency of this Directive and in order to measure progress against its specific objectives, it is important to regularly evaluate its implementation and impact. Therefore, the Commission should present regular assessment reports on the application of this Directive, based on the enabling conditions for the market uptake of zero-emission heavy duty vehicles, such as the availability and capacity of appropriate alternative fuels infrastructure, the impact of the European system on road transport as well as road user charges differentiated by CO2 emissions***		

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
		in Member States. These reports should contain detailed information on these enabling conditions, and on the evolution of national and international road transport, the impact on road safety and road infrastructure, modal shift, the use of smart enforcement systems, and technological advancements on road transport. Additionally, the reports should consider the scalability of measures in alignment with the long-term goals of the Directive. On the basis of the findings in these assessments, the report should, where appropriate, be accompanied by a legislative proposal to amend this Directive and the obligations established therein.		
Recital 24				
34	(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	(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	(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	(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

	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
	motor vehicles and to the need to promote intermodal transport, it is appropriate, for reasons of clarity, to replace it.	motor vehicles and to the need to promote intermodal transport, it is appropriate, for reasons of clarity, to replace it.	motor vehicles and to the need to promote intermodal transport, it is appropriate, for reasons of clarity, to replace it.	motor vehicles and to the need to promote intermodal transport, it is appropriate, for reasons of clarity, to replace it.
Recital 25				
35	(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.	(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.	*deleted*	
Recital 26				
36	*(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	(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	(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	(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

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
	Article, this Directive does not go beyond what is necessary in order to achieve those objectives.	Article, this Directive does not go beyond what is necessary in order to achieve those objectives.	Article, this Directive does not go beyond what is necessary in order to achieve those objectives.	Article, this Directive does not go beyond what is necessary in order to achieve those objectives.
Recital 27				
37	(27) In accordance with the Joint Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents[1], 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. 1. OJ C 369, 17.12.2011, p. 14.	(27) In accordance with the Joint Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents[1], 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. 1. OJ C 369, 17.12.2011, p. 14.	(27) In accordance with the Joint Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents[1], 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. 1. OJ C 369, 17.12.2011, p. 14.	(27) In accordance with the Joint Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents[1], 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. 1. OJ C 369, 17.12.2011, p. 14.
Recital 28				
38	(28) Directive 96/53/EC should therefore be amended accordingly,	(28) Directive 96/53/EC should therefore be amended accordingly,	(28) Directive 96/53/EC should therefore be amended accordingly,	(28) Directive 96/53/EC should therefore be amended accordingly,
Formula				
39	HAVE ADOPTED THIS DIRECTIVE:	HAVE ADOPTED THIS DIRECTIVE:	HAVE ADOPTED THIS DIRECTIVE:	HAVE ADOPTED THIS DIRECTIVE:

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
Article 1				
40	Article 1 Amendments to Directive 96/53/EC	Article 1 Amendments to Directive 96/53/EC	Article 1 Amendments to Directive 96/53/EC	
Article 1, first paragraph				
41	Directive 96/53/EC is amended as follows:	Directive 96/53/EC is amended as follows:	Directive 96/53/EC is amended as follows:	Directive 96/53/EC is amended as follows:
Article 1, first paragraph, point (1)				
42	(1) Article 1 is amended as follows:	(1) Article 1 is amended as follows:	(1) Article 1 is amended as follows:	(1) Article 1 is amended as follows:
Article 1, first paragraph, point (1)(a)				
43	(a) in paragraph 1, point (a) is replaced by the following:	(a) in paragraph 1, point (a) is replaced by the following:	(a) in paragraph 1, point (a) is replaced by the following:	(a) in paragraph 1, point (a) is replaced by the following:
Article 1, first paragraph, point (1)(a), amending provision, numbered paragraph (a)				
44	‘ (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*;; ’,	‘ (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*;; ’,	‘ (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*;; ’,	‘ (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*;; ’,
Article 1, first paragraph, point (1)(b)				

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G	45	(b) paragraph 2 is replaced by the following:	(b) paragraph 2 is replaced by the following:	(b) paragraph 2 is replaced by the following:	(b) paragraph 2 is replaced by the following:
	Article 1, first paragraph, point (1)(b), amending provision, numbered paragraph (2), first subparagraph				
G	46	‘ 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**.’;	‘ 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**.’;	‘ 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**.’;	‘ 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**.’;
	Article 1, first paragraph, point (1)(b), amending provision, numbered paragraph (2), second subparagraph				
G	47				
	Article 1, first paragraph, point (1)(b), amending provision, numbered paragraph (2), third subparagraph				
G	48	* 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) 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) 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) 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).
	Article 1, first paragraph, point (1)(b), amending provision, numbered paragraph (2), fourth subparagraph				

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49	** 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).’; ,	** 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).’; ,	** 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).’; ,	** 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).’; ,

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Article 1, first paragraph, point (1)(ba), first subparagraph				
49a			**(ba) paragraph 3 is replaced by the following:**	
Article 1, first paragraph, point (1)(ba), second subparagraph				
49b			**'3. This directive shall not apply to articulated buses comprising 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.'**	**B**
Article 1, first paragraph, point (2)				
50	(2) Article 2 is amended as follows:	(2) Article 2 is amended as follows:	(2) Article 2 is amended as follows:	(2) Article 2 is amended as follows:
Article 1, first paragraph, point (2)(a)				
G 51	(a) in the second indent, the definition of 'trailer' is replaced by the following:	(a) in the second indent, the definition of 'trailer' is replaced by the following:	(a) in the second indent, the definition of 'trailer' is replaced by the following:	(a) in the second indent, the definition of 'trailer' is replaced by the following: G
Article 1, first paragraph, point (2)(a), amending provision, numbered paragraph (—)				
G 52	' — 'trailer' shall mean a vehicle as defined in Article 3(17) of Regulation (EU) 2018/858,; '	' — 'trailer' shall mean a vehicle as defined in Article 3(17) of Regulation (EU) 2018/858,; '	' — 'trailer' shall mean a vehicle as defined in Article 3(17) of Regulation (EU) 2018/858,; '	' — 'trailer' shall mean a vehicle as defined in Article 3(17) of Regulation (EU) 2018/858,; ' G

	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
Article 1, first paragraph, point (2)(b)				
53	(b) in the third indent, the definition of 'semi-trailer' is replaced by the following:	(b) in the third indent, the definition of 'semi-trailer' is replaced by the following:	(b) in the third indent, the definition of 'semi-trailer' is replaced by the following:	(b) in the third indent, the definition of 'semi-trailer' is replaced by the following:
Article 1, first paragraph, point (2)(b), amending provision, numbered paragraph (—)				
54	' — 'semi-trailer' shall mean a vehicle as defined in Article 3(33) of Regulation (EU) 2018/858,; '	' — 'semi-trailer' shall mean a vehicle as defined in Article 3(33) of Regulation (EU) 2018/858,; '	' — 'semi-trailer' shall mean a vehicle as defined in Article 3(33) of Regulation (EU) 2018/858,; '	' — 'semi-trailer' shall mean a vehicle as defined in Article 3(33) of Regulation (EU) 2018/858,; '
Article 1, first paragraph, point (2)(c)				
55	(c) the following definition is inserted after the definition of 'vehicle combination':	(c) the following definition is inserted after the definition of 'vehicle combination':	(c) the following definition is inserted after the definition of 'vehicle combination':	(c) the following definition is inserted after the definition of 'vehicle combination':
Article 1, first paragraph, point (2)(c), amending provision, numbered paragraph (—)				
56	' — '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	' — '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	' — '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	' — '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

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	weights or dimensions laid down in Annex I,; ,	weights or dimensions laid down in Annex I,; ,	weights or dimensions laid down in Annex I,; ,	weights or dimensions laid down in Annex I,; ,
Article 1, first paragraph, point (2)(d)				
57	(d) the following definition is inserted after the definition of 'conditioned vehicle':	(d) the following definition is inserted after the definition of 'conditioned vehicle':	(d) the following definition is inserted after the definition of 'conditioned vehicle':	(d) the following definition is inserted after the definition of 'conditioned vehicle':
Article 1, first paragraph, point (2)(d), amending provision, numbered paragraph (—)				
58	' — 'vehicle transporter' shall mean a vehicle combination which is constructed or permanently adapted for carrying other vehicle(s),; ,	' — 'vehicle transporter' shall mean a vehicle combination which is constructed or permanently adapted for carrying other vehicle(s),; ,	' — 'vehicle transporter' shall mean a vehicle combination which is constructed or permanently adapted for carrying other vehicle(s),; ,	' — 'vehicle transporter' shall mean a vehicle combination which is constructed or permanently adapted for carrying other vehicle(s),; ,
Article 1, first paragraph, point (2)(e)				
59	(e) in the fourteenth indent, the definition of 'alternatively fuelled vehicle' is replaced by the following:	(e) in the fourteenth indent, the definition of 'alternatively fuelled vehicle' is replaced by the following:	(e) in the fourteenth indent, the definition of 'alternatively fuelled vehicle' is replaced by the following:	(e) in the fourteenth indent, the definition of 'alternatively fuelled vehicle' is replaced by the following:
Article 1, first paragraph, point (2)(e), amending provision, numbered paragraph (—)				
60	' — 'alternatively fuelled vehicle' shall mean a motor vehicle powered wholly by an alternative fuel and which has been approved under the	' — 'alternatively fuelled vehicle' shall mean a motor vehicle powered wholly *or in part* by an alternative fuel and which has been approved under the	' — 'alternatively fuelled vehicle' shall mean a motor vehicle powered wholly by an alternative fuel and which has been approved under the	B

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	framework of Regulation (EU) 2018/858,;	framework of Regulation (EU) 2018/858,;	framework of Regulation (EU) 2018/858,;	
Article 1, first paragraph, point (2)(f)				
61	(f) in the fifteenth indent, the definition of 'intermodal transport operation', point (a) is replaced by the following:	(f) in the fifteenth indent, the definition of 'intermodal transport operation', point (a) is replaced by the following:	(f) in the fifteenth indent, the definition of 'intermodal transport operation', point (a) is replaced by the following:	(f) in the fifteenth indent, the definition of 'intermodal transport operation', point (a) is replaced by the following:
Article 1, first paragraph, point (2)(f), amending provision, numbered paragraph (a), first subparagraph				
62	' (a) the combined transport operations defined in Article 1 of Council Directive 92/106/EEC*; or';	' (a) the combined transport operations defined in Article 1 of Council Directive 92/106/EEC*; or';	' (a) the combined transport operations defined in Article 1 of Council Directive 92/106/EEC*; or';	' (a) the combined transport operations defined in Article 1 of Council Directive 92/106/EEC*; or';
Article 1, first paragraph, point (2)(f), amending provision, numbered paragraph (a), second subparagraph				
63				
Article 1, first paragraph, point (2)(f), amending provision, numbered paragraph (a), third subparagraph				
64	* 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).';	* 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).';	* 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).';	* 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).';
Article 1, first paragraph, point (2)(g)				

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65	(g) the following definition is inserted after the definition of 'shipper':	(g) the following definition is inserted after the definition of 'shipper':	*deleted*	C
Article 1, first paragraph, point (2)(g), amending provision, numbered paragraph (—), first subparagraph				
66	' — 'eFTI Platform' shall mean a freight transport information platform established pursuant Regulation (EU) 2020/1056 of the European Parliament and of the Council*,';	' — 'eFTI Platform' shall mean a freight transport information platform established pursuant Regulation (EU) 2020/1056 of the European Parliament and of the Council*,';	*deleted*	C
Article 1, first paragraph, point (2)(g), amending provision, numbered paragraph (—), second subparagraph				
67	———	———	*deleted*	C
Article 1, first paragraph, point (2)(g), amending provision, numbered paragraph (—), third subparagraph				
68	* Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33).'; ,	* Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33).'; ,	*deleted*	C
Article 1, first paragraph, point (2)(h)				
69	*(h)* the second subparagraph is replaced by the following:	(h) the second subparagraph is replaced by the following:	(h) the second subparagraph is replaced by the following:	(h) the second subparagraph is replaced by the following:
Article 1, first paragraph, point (2)(h), amending provision, first paragraph				

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70	‘ 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.’;	‘ 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.’;	‘ 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.’;	‘ 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.’;
Article 1, first paragraph, point (2)(h), amending provision, second paragraph				
71				
Article 1, first paragraph, point (2)(h), amending provision, third paragraph				
72	* 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).’; ,	* 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).’; ,	* 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).’; ,	* 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).’; ,

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Article 1, first paragraph, point (3)				
73	(3) Article 4 is amended as follows:	(3) Article 4 is amended as follows:	(3) Article 4 is amended as follows:	(3) Article 4 is amended as follows:
Article 1, first paragraph, point (3)(a)				
74	(a) in paragraph 1, the following point (c) is added:	(a) in paragraph 1, the following point (c) is added:	(a) in paragraph 1, the following point (c) is added:	(a) in paragraph 1, the following point (c) is added:
Article 1, first paragraph, point (3)(a), amending provision, numbered paragraph (c)				
75	‘(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.;’	‘(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.;’	‘(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.;’	‘(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.;’
Article 1, first paragraph, point (3)(b)				
76	(b) paragraph 3 and 4 are replaced by the following:	(b) paragraph 3 and 4 are replaced by the following:	(b) paragraph 3 and 4 are replaced by the following:	(b) paragraph 3 and 4 are replaced by the following:
Article 1, first paragraph, point (3)(b), amending provision, numbered paragraph (3), first subparagraph				
77	‘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	‘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	‘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	‘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

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	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.	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.	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.	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.
Article 1, first paragraph, point (3)(b), amending provision, numbered paragraph (3), second subparagraph				
78	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.	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 ***providing an EU common standard application form and by*** minimising administrative burdens and avoiding unnecessary delays.	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.	**B**
Article 1, first paragraph, point (3)(b), amending provision, numbered paragraph (3), third subparagraph				
79	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	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 ***issue the permits or similar arrangements in an electronic format and cooperate to further harmonise***	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	**B**

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	text. Member States shall not impose language requirements related to the transport of indivisible loads.	*the permit issuing deadlines. Member States shall also* cooperate to avoid the multiplicity of vehicle markings and signalling, and to favour the use of pictograms over text. *Furthermore, Member States shall cooperate to harmonise the relevant rules for escorting transport of indivisible loads, such as on the prescribed use, markings and signs for escort vehicles.* Member States shall not impose language requirements related to the *drivers of* transport of indivisible loads.	text. Member States shall not impose **an obligation on the driver to possess knowledge of the offical** language~~ requirements related to the transport of indivisible loads~~(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.**	
Article 1, first paragraph, point (3)(b), amending provision, numbered paragraph (3), third subparagraph a				
79a		*Member States shall ensure that the vehicles carrying indivisible loads display the EU label set out in Article 10ca.*		**B**
Article 1, first paragraph, point (3)(b), amending provision, numbered paragraph (4), first subparagraph				
80	4. Member States may allow vehicles or vehicle combinations used for transport which carry out certain national transport operations that do not significantly affect international competition in the transport sector to circulate in their territory with dimensions	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	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	**B**

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	deviating from those laid down in points 1.1, 1.2, 1.4 to 1.8, 4.2 and 4.4 of Annex I.	***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.	**weights or** dimensions deviating from those laid down in ~~points 1.1, 1.2, 1.4 to 1.8, 4.2 and 4.4~~**sections 1, 2 and 4** of Annex I.	
	Article 1, first paragraph, point (3)(b), amending provision, numbered paragraph (4), second subparagraph			
81	Transport operations shall be considered not significantly to affect international competition in the transport sector if one of the following conditions is fulfilled:	Transport operations shall be considered not significantly to affect international competition in the transport sector if one of the following conditions is fulfilled:	Transport operations shall be considered not significantly to affect international competition in the transport sector if one of the following conditions is fulfilled:	Transport operations shall be considered not significantly to affect international competition in the transport sector if one of the following conditions is fulfilled: ,
	Article 1, first paragraph, point (3)(b), amending provision, numbered paragraph (4), second subparagraph, point (a)			
82	(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;	(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;	(a) the transport operations are carried out in a Member State's territory by ~~specialized~~**specialised** vehicles or ~~specialized~~**specialised** 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~~;	B
	Article 1, first paragraph, point (3)(b), amending provision, numbered paragraph (4), second subparagraph, point (b)			
83	(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	(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	(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	C

Commented [redacted]: Portugal considers the Council's proposal more appropriate and sees no need to specify an example from a particular sector of activity (such as operations related to forest exploitation and the forest industry).

Commented [redacted]: Portugal favours the Council's wording, as it includes not only the requirement relating to dimensions but also the requirement relating to weight parameters, thereby ensuring a more comprehensive and coherent technical framework.

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	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. ,	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. ,	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. ,	
Article 1, first paragraph, point (3)(c)				
84	(c) the following paragraph 4a is inserted:	(c) the following paragraph 4a is inserted:	(c) the following paragraph **4aa and 4a are** ~~4a is~~ inserted:	C
Article 1, first paragraph, point (3)(c), amending provision, first subparagraph				
84a			‘ **4aa Member States may allow articulated vehicles used for shuttle transport in national or international transport operations to circulate in their territory with dimensions deviating from those laid down in sub-section 1.1 of Annex I if the additional length do not exceed 1,380 meters.**	C
Article 1, first paragraph, point (3)(c), amending provision, numbered paragraph (4a), first subparagraph				
85	‘ 4a. Member States may allow the circulation in their territories in national and international traffic of	‘ 4a. Member States may allow the circulation in their territories in national and international traffic of	4a. Member States may allow the circulation in their territories in national and international traffic of European Modular Systems	‘ 4a. Member States may allow the circulation in their territories in national and international traffic of

Commented [redacted]: Portugal would like to obtain clarifications regarding this Council proposal, given that the reasoning supporting the additional length of 1,380 metres is not known. Furthermore, the concept of "shuttle transport" is also not included in the definitions. In this context, PT maintains reservationsregarding the Council's proposal.

	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
	European Modular Systems subject to all of the following conditions:	European Modular Systems subject to all of the following conditions:	subject to all of the following conditions:	European Modular Systems subject to all of the following conditions:
Article 1, first paragraph, point (3)(c), amending provision, numbered paragraph (4a), first subparagraph, point (-a)				
85a		***(-a) For new EMS routes, the Member States shall make a prior assessment of the possible 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. The assessment shall be made publicly available. Member States that have already established EMS routes in their territory at the date of the entry into force of this Directive, are not required to make a prior assessment for these already established routes;***		C
Article 1, first paragraph, point (3)(c), amending provision, numbered paragraph (4a), first subparagraph, point (a)				
86	(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	(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	(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	(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

Commented [redacted]: Portugal highlights the need to define harmonised minimum criteria, noting that their absence may lead to inconsistent decisions, litigation and administrative burden. PT therefore proposes the establishment of a harmonised minimum checklist for the prior assessment (gabarits, swept path/manoeuvrability, engineering structures, pavements and temporary constraints).

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
	European Modular Systems in their territories;	European Modular Systems in their territories;	European Modular Systems in their territories;	European Modular Systems in their territories;
Article 1, first paragraph, point (3)(c), amending provision, numbered paragraph (4a), first subparagraph, point (b)				
87	(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;	(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;	(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;	(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;
Article 1, first paragraph, point (3)(c), amending provision, numbered paragraph (4a), first subparagraph, point (c)				
88	(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;	(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;	(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~~;~~.	(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~~;~~. ,
Article 1, first paragraph, point (3)(c), amending provision, numbered paragraph (4a), first subparagraph, point (d)				
89	(d) the Member States shall set a monitoring system and assess the impact of European Modular Systems on road safety, on the road infrastructure, on modal cooperation, as well as the	(d) the Member States shall ~~set~~*establish* a monitoring system ~~and assess the~~*of* impact of European Modular Systems on road safety, on the road infrastructure, on modal	*deleted*	C

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	environmental impacts of European Modular Systems on the transport system, including the impacts on modal split.	cooperation*, on traffic volumes*, as well as the environmental impacts of European Modular Systems on the transport system, including the impacts on modal split*, taking into account the prior assessment performed under point (-a);*		
Article 1, first paragraph, point (3)(c), amending provision, numbered paragraph (4a), first subparagraph, point (da)				
89a		*(da) the Member States shall ensure that appropriate measures are taken to avoid any possible negative impacts on road safety, including the safety of vulnerable road users, as a result of use of European Modular Systems.*		C
Article 1, first paragraph, point (3)(c), amending provision, numbered paragraph (4a), first subparagraph a				
89b		*Member States may establish minimum requirements or a certification scheme for the drivers of European Modular Systems, provided that they ensure proportionality and non-discrimination. Member States shall cooperate to mutually recognise each other's certifications.*		C
Article 1, first paragraph, point (3)(c), amending provision, numbered paragraph (4a), second subparagraph				
90	Whenever a Member State allows, pursuant to this paragraph, the circulation of European Modular	Whenever a Member State allows, pursuant to this paragraph, the circulation of European Modular	Whenever a Member State allows, pursuant to this paragraph, the circulation of European Modular	C

Commented [redacted] Portugal highlights the need to specify the safety measures, as otherwise they risk remaining purely declaratory and lacking operational and enforceable application. To this end, Portugal proposes that the provision include an explicit set of operational conditions (such as time-of-day restrictions, adverse weather, critical sections, and restrictions on non-separated carriageways), as well as mechanisms that allow for their enforcement (e.g. route traceability via GNSS/telematics where conditions or authorised routes exist).

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	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 in national traffic.	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 in national traffic.	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~~**comply with national conditions including** maximum weights and dimensions set for European Modular Systems in national traffic.	
Article 1, first paragraph, point (3)(c), amending provision, numbered paragraph (4a), third subparagraph				
91	Member States shall inform the Commission in case they allow the circulation in their territories of European Modular Systems.; ,	Member States shall ~~*inform*~~*notify* the Commission in case they allow the circulation in their territories of European Modular Systems *and inform it how they fulfil the conditions set out in points (-a) to (da) of this paragraph.* ~~:~~ *Following such notifications, the Commission shall, where appropriate, issue recommendations to those Member States to ensure the compliance with these conditions. Where the Commission issues recommendations, the Member State concerned shall, within 6 months, inform the Commission of how it intends to implement those recommendations. The*	Member States shall inform the Commission in case they allow the circulation in their territories of European Modular Systems.; ,	C

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		Commission recommendations and responses by the Member State shall be made publicly available. ,		
Article 1, first paragraph, point (3)(d)				
92	(d) paragraph 5 is replaced by the following:	(d) paragraph 5 is replaced by the following:	(d) paragraph 5 is replaced by the following:	(d) paragraph 5 is replaced by the following:
Article 1, first paragraph, point (3)(d), amending provision, numbered paragraph (5), first subparagraph				
93	‘ 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.	‘ 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 ***only after demonstrating that the targeted transport activities cannot be conducted by any other form of transport that offers similar or superior safety and environmental benefits. It must be proven that this does not have***	‘ 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~~**seven** years. The number of trials shall not be limited. Member States shall inform the Commission thereof. ,	C

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		a significant impact on intermodal competition in the transportation industry as a whole. In particular, trials with European Modular Systems shall be allowed for a maximum of five years ***and can be renewed once for a maximum of three years. If a Member State decides to renew a trial, it shall provide sufficient justification to the Commission***. The number of trials shall not be limited. Member States shall inform the Commission thereof.		
Article 1, first paragraph, point (3)(d), amending provision, numbered paragraph (5), second subparagraph				
94	Member States shall set a monitoring system and assess the impact of the trials referred to in the first subparagraph 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.; ,	Member States shall set a monitoring system and assess the impact of the trials referred to in the first subparagraph 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.; ,	*deleted*	C
Article 1, first paragraph, point (3)(e)				
95	*(e)* the following paragraph 5a is inserted:	(e) the following paragraph 5a is inserted:	*deleted*	C

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Article 1, first paragraph, point (3)(e), amending provision, numbered paragraph (5a)				
96	‘ *5a.* The Commission shall be empowered to adopt delegated acts in accordance with Article 10h to supplement this Directive by determining 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 4a, point (d), and 5 of this Article.; ’	‘ 5a. The Commission shall be empowered to adopt delegated acts in accordance with Article 10h to supplement this Directive by determining the minimum sets of data and the performance indicators to be provided by the ***prior assessments and*** monitoring systems set up by the Member States as referred to in paragraphs 4a, ~~*point*~~***points (-a) and*** (d), and 5 of this Article.; ’	*deleted*	C
Article 1, first paragraph, point (3)(f)				
97	*(f)* paragraph 7 is deleted;	(f) paragraph 7 is deleted;	(f) paragraph 7 is deleted;	(f) paragraph 7 is deleted;
Article 1, first paragraph, point (4)				
98	(4) the following Articles 4a and 4b are inserted:	(4) the following Articles 4a and 4b are inserted:	(4) the following Articles 4a and 4b are inserted:	(4) the following Articles 4a and 4b are inserted:
Article 1, first paragraph, point (4), amending provision, first paragraph				
99	‘ Article 4a	‘ Article 4a	‘ Article 4a	‘ Article 4a
Article 1, first paragraph, point (4), amending provision, numbered paragraph (1), first subparagraph				
100	1. Member States shall establish and manage an electronic information and communications	1. Member States shall establish and manage an electronic information and communications	1. Member States shall establish and manage an electronic information and communications	1. Member States shall establish and manage an electronic information and communications

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	system with at least the following 'one-stop-shop' functions:	system with at least the following 'one-stop-shop' functions:	system with at least the following 'one-stop-shop' functions:	system with at least the following 'one-stop-shop' functions:
Article 1, first paragraph, point (4), amending provision, numbered paragraph (1), first subparagraph, point (a)				
101	(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;	(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;	(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;	(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;
Article 1, first paragraph, point (4), amending provision, numbered paragraph (1), first subparagraph, point (b)				
102	(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;	(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;	(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;	(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;
Article 1, first paragraph, point (4), amending provision, numbered paragraph (1), first subparagraph, point (ba)				
102a			**(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;**	B

Commented [redacted]: Portugal proposes that the draft directive establish a mandatory phased implementation of the network concerned (e.g. Phase 1 – TEN-T core network; Phase 2 – progressive extension).

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Article 1, first paragraph, point (4), amending provision, numbered paragraph (1), first subparagraph, point (c)				
103	(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.	(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.	(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.	(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.
Article 1, first paragraph, point (4), amending provision, numbered paragraph (1), point (ca)				
103a		***(ca) a single national access point to obtain information, in a clear, accessible, and transparent manner, regarding national maximum authorised weights and dimensions of vehicles, as well as any restrictions, including on height, in specified areas or on specific roads.***		**B**
Article 1, first paragraph, point (4), amending provision, numbered paragraph (1), second subparagraph				
103b			**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.**	**B**
Article 1, first paragraph, point (4), amending provision, numbered paragraph (1a)				

Commented [redacted] Portugal proposes that the provision requiring the availability of information on restrictions include a safeguard clause (best effort) for temporary or exceptional events.

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103c		***1a. By [6 months after the date of transposition of this Directive], the Commission shall establish, and thereafter manage, a dedicated and up-to-date European web portal, available in all official languages of the Union, connecting, in a clear, accessible, and transparent manner, the national electronic and communications systems, referred to in paragraph 1. This European portal shall also make publicly available, in an accessible and transparent way, the parts of the road network where European Modular Systems, and, where available, vehicles transporting indivisible loads, can circulate.***		C
Article 1, first paragraph, point (4), amending provision, numbered paragraph (2)				
104	2. The Commission may adopt implementing acts establishing a common standard 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	2. The Commission ~~may~~***shall*** adopt implementing acts establishing ~~a~~***an EU*** common standard ***permit*** application form and harmonising the rules and procedures***, including regarding the necessary vehicle registration information,*** for the issuing***, including in digital format,*** of national permits or similar	2. The Commission may adopt implementing acts establishing ~~a common standard~~**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	C

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	accordance with the examination procedure referred to in Article 10i(2).	arrangements referred to in paragraph 1 of this Article and in Article 4(3), ***as well as harmonising the relevant rules for escorting transport of indivisible loads***. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 10i(2).	Article 4(3). Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 10i(2).	
Article 1, first paragraph, point (4), amending provision, fourth paragraph				
105	Article 4b	Article 4b	Article 4b	Article 4b ,
Article 1, first paragraph, point (4), amending provision, numbered paragraph (1)				
106	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	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	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~~**sections 2, 3 or sub-section 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, ~~provided that such~~**where those** vehicle	C

Commented [redacted]: 106, 107, 108
Portugal points out that the GA does not sufficiently ensure cross-border harmonisation nor safeguard fair competition within the Single Market.

As repeatedly stated, PT calls for a more balanced solution - as the one proposed by the Commission in its original proposal - that respects Member States' competence to decide on increasing the maximum authorised weight from 40 to 44 tonnes based on national infrastructure, while ensuring that such decisions would apply equally to international transport. This balance is key to avoiding market distortions and ensuring equal treatment across the Union.

By applying the cross-border principle only to zero-emission heavy vehicles and intermodal operations, the current compromise risks fragmenting the Single Market and creating unequal operating conditions for hauliers.

Portugal is particularly concerned about the negative impacts these restrictions might have on transport operations from the Iberian Peninsula to other EU countries.

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	have a maximum authorised weight exceeding 44 tonnes.	have a maximum authorised weight exceeding 44 tonnes.	combinations ~~do not have a maximum authorised weight exceeding 44 tonnes~~**include zero-emission motor vehicles or where those vehicle combinations are involved in an intermodal transport operation.** '	
Article 1, first paragraph, point (4), amending provision, numbered paragraph (2)				
107	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.	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.	*deleted*	C
Article 1, first paragraph, point (4), amending provision, numbered paragraph (3)				
108	*3.* In view of the expected increase in the uptake of zero-emission vehicles, this Article shall apply until 31 December 2034.'; '	3. In view of the expected increase in the uptake of zero-emission vehicles, this Article shall apply until 31 December 2034.'; '	*deleted*	C
Article 1, first paragraph, point (5)				
109	*(5)* Article 6 is amended as follows:	(5) Article 6 is amended as follows:	(5) Article 6 is amended as follows:	(5) Article 6 is amended as follows:

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Article 1, first paragraph, point (5)(a)				
110	(a) paragraph 1 is replaced by the following:	(a) paragraph 1 is replaced by the following:	(a) paragraph 1 is replaced by the following:	(a) paragraph 1 is replaced by the following:
Article 1, first paragraph, point (5)(a), amending provision, numbered paragraph (1)				
111	‘ 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:	‘ 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:	‘ 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:	‘ 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:
Article 1, first paragraph, point (5)(a), amending provision, numbered paragraph (1), point (a)				
112	(a) a combination of the following two plates:	(a) a combination of the following two plates:	(a) a combination of the following two plates:	(a) a combination of the following two plates:
Article 1, first paragraph, point (5)(a), amending provision, numbered paragraph (1), point (a), first indent				
113	- the ‘manufacturer's statutory plate’ established and attached in accordance with Annex II to Commission Implementing Regulation (EU) 2021/535*;	- the ‘manufacturer's statutory plate’ established and attached in accordance with Annex II to Commission Implementing Regulation (EU) 2021/535*;	- the ‘manufacturer's statutory plate’ established and attached in accordance with Annex II to Commission Implementing Regulation (EU) 2021/535*;	- the ‘manufacturer's statutory plate’ established and attached in accordance with Annex II to Commission Implementing Regulation (EU) 2021/535*;
Article 1, first paragraph, point (5)(a), amending provision, numbered paragraph (1), point (a), second indent				
114	- 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;	- 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;	- 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;	- 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;

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Article 1, first paragraph, point (5)(a), amending provision, numbered paragraph (1), point (b)				
115	(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;	(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;	(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;	(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;
Article 1, first paragraph, point (5)(a), amending provision, numbered paragraph (1), point (c), first subparagraph				
116	(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.’;	(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.’;	(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.~~2~~;	(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.~~2~~;
Article 1, first paragraph, point (5)(a), amending provision, numbered paragraph (1), point (c), second subparagraph				
117				
Article 1, first paragraph, point (5)(a), amending provision, numbered paragraph (1), point (c), third subparagraph				
118	* 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	* 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	* 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	* 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

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	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).’;	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).’;	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).’;	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).’;
Article 1, first paragraph, point (5)(aa)				
118a		*(aa) paragraph 4 is replaced by the following:*		C
Article 1, first paragraph, point (5)(aa), amending provision, point (1)				
118b		*4. Vehicles carrying proof of compliance shall be subject:*		C
Article 1, first paragraph, point (5)(aa), amending provision, point (1), first indent				
118c		*- as regards common standards on weights, to random checks,*		C
Article 1, first paragraph, point (5)(aa), amending provision, point (1), second indent				
118d		*- as regards common standards on dimensions, to checks where there is a suspicion of non-compliance with this Directive.*		C
Article 1, first paragraph, point (5)(b)				
119	(b) paragraph 5 is replaced by the following:	(b) paragraph 5 is replaced by the following:	(b) paragraph 5 is replaced by the following:	(b) paragraph 5 is replaced by the following:

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Article 1, first paragraph, point (5)(b), amending provision, numbered paragraph (5)				
120	‘ 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.; ’,	‘ 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.; ’,	‘ 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.; ’,	‘ 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.; ’,
Article 1, first paragraph, point (5)(c)				
121	(c) the following paragraph 7 is added:	(c) the following paragraph 7 is added:	*deleted*	C
Article 1, first paragraph, point (5)(c), amending provision, numbered paragraph (7)				
122	‘ *7.* For a transport operation to qualify as an intermodal transport operations for the purpose of this directive, the shipper or, if different from the shipper, the undertaking which organises the intermodal transport operation, shall ensure that the documents referred to under Articles 3 and 7 of Directive 92/106/ECC, as appropriate, are recorded and made available on an eFTI platform in accordance with Regulation (EU) 2020/1056. Such	‘ 7. For a transport operation to qualify as an intermodal transport operations for the purpose of this directive, the shipper or, if different from the shipper, the undertaking which organises the intermodal transport operation, shall ensure that the documents referred to under Articles 3 and 7 of Directive 92/106/ECC, as appropriate, are recorded and made available on an eFTI platform in accordance with Regulation (EU) 2020/1056. Such	*deleted*	C

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	information shall be accessible to competent authorities, on the same eFTI platform where the transport information was recorded, in accordance with Regulation (EU) 2020/1056. ,	information shall be accessible to competent authorities, on the same eFTI platform where the transport information was recorded, in accordance with Regulation (EU) 2020/1056. ,		
Article 1, first paragraph, point (5a)				
122a			**(5a) Article 7 is replaced by the following:**	
Article 1, first paragraph, point (5a), amending provision, first paragraph				
122b			‘ **This Directive shall not preclude the application of road traffic provisions in force in each Member State which permits the weight and/or dimensions of vehicles on certain roads or civil engineering structures to be limited, based on road safety concerns and characteristics of infrastructure, irrespective of the State of registration of such vehicles or the State where such vehicles were put into circulation.**	**B**
Article 1, first paragraph, point (5a), amending provision, second paragraph				
122c			**This includes the possibility to impose local restrictions on**	**B**

Commented [redacted]: 122b ee 122c
Portugal does not identify any objections to the Council's proposal, which clarifies that limitations on the weight and/or dimensions of vehicles on certain roads or civil engineering structures are justified by road safety concerns and by the characteristics of the infrastructure. In this regard, it is clarified that such traffic restrictions are duly founded and do not constitute a discretionary option for each Member State.

	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
			maximum authorised dimensions and/or weights of vehicles that may be used in specified areas or on specified roads, where the infrastructure is not suitable for long and heavy vehicles, such as city centres, small villages or places of special natural interest. **,**	
Article 1, first paragraph, point (6)				
123	(6) Article 8b is amended as follows:	(6) Article 8b is amended as follows:	(6) Article 8b is amended as follows:	(6) Article 8b is amended as follows:
Article 1, first paragraph, point (6)(a)				
124	(a) paragraphs 1 and 2 are replaced by the following:	(a) paragraphs 1 and 2 are replaced by the following:	(a) paragraphs 1 and 2 are replaced by the following:	(a) paragraphs 1 and 2 are replaced by the following:
Article 1, first paragraph, point (6)(a), amending provision, numbered paragraph (1)				
125	‘ 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	‘ 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	‘ 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 ~~points~~**sub-section** 1.1 of Annex I to this Directive, to allow the	**B**

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	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.	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.	addition of such devices to the rear of vehicles or vehicle combinations. Vehicles or vehicle combinations equipped with such devices shall comply with ~~point~~**sub-section** 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.	
Article 1, first paragraph, point (6)(a), amending provision, numbered paragraph (2)				
126	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.; ,	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.; ,	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.~~;~~ ,	‘ 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.~~;~~ ,
Article 1, first paragraph, point (6)(b)				
127	(b) paragraph 5 is deleted;	(b) paragraph 5 is deleted;	(b) paragraph 5 is deleted;	(b) paragraph 5 is deleted;
Article 1, first paragraph, point (7)				
128	(7) the following Article 8c is inserted:	(7) the following Article 8c is inserted:	(7) the following Article 8c is inserted:	(7) the following Article 8c is inserted:
Article 1, first paragraph, point (7), amending provision, first paragraph				

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129	‘ Article 8c	‘ Article 8c	‘ Article 8c	‘ Article 8c ’
Article 1, first paragraph, point (7), amending provision, second paragraph				
130	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.	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, such as extendable rear*** load supports.	Vehicle transporters with open bodies may exceed the maximum lengths laid down in ~~point~~**sub-section** 1.1 of Annex I while loaded, up to a total of 20,75 meters, using authorised load supports.	**B**
Article 1, first paragraph, point (7), amending provision, third paragraph				
131	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.; ’	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 ***all of the axles*** ~~*the first axle*~~ of the transported vehicle ~~*rests*~~***rest*** on the ~~*trailer*~~***vehicle*** structure. The load may protrude from behind up to a maximum of 1,5 meters, provided that ***at the most one*** ~~*the last*~~ axle of the transported vehicle rests on the ~~*trailer structure*~~***rear load support***.; ’	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~~**0,50** 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~~**1,50** 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**	**B**

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			protrude beyond the load support.~~;~~ ,	
Article 1, first paragraph, point (8)				
132	(8) Article 9a is amended as follows:	(8) Article 9a is amended as follows:	(8) Article 9a is amended as follows:	(8) Article 9a is amended as follows:
Article 1, first paragraph, point (8)(a)				
133	(a) paragraph 1 and 2 are replaced by the following:	(a) paragraph 1 and 2 are replaced by the following:	(a) paragraph 1 and 2 are replaced by the following:	(a) paragraph 1 and 2 are replaced by the following:
Article 1, first paragraph, point (8)(a), amending provision, numbered paragraph (1)				
134	‘ 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	‘ 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 ***and driver 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	‘ 1. Vehicles or vehicle combinations which comply with Regulation (EU) 2018/858 may exceed the maximum lengths laid down in ~~point~~**sub-section** 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~~**sub-section** 1.5 of Annex I to this Directive and any exceeding of the maximum lengths shall not	**B**

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	in an increase in the load capacity of those vehicles.	lengths shall not result in an increase in the load capacity of those vehicles.	result in an increase in the load capacity of those vehicles.	
Article 1, first paragraph, point (8)(a), amending provision, numbered paragraph (2)				
135	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.; ’	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.; ’	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.; ’	‘ 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.; ’
Article 1, first paragraph, point (8)(b)				
136	(b) paragraph 3 is deleted;	(b) paragraph 3 is deleted;	(b) paragraph 3 is deleted;	(b) paragraph 3 is deleted;
Article 1, first paragraph, point (9)				
137	(9) Article 10b is replaced by the following:	(9) Article 10b is replaced by the following:	(9) Article 10b is replaced by the following:	(9) Article 10b is replaced by the following:
Article 1, first paragraph, point (9), amending provision, first paragraph				
138	‘ Article 10b	‘ Article 10b	‘ Article 10b	‘ Article 10b
Article 1, first paragraph, point (9), amending provision, numbered paragraph (1), first subparagraph				
139	1. The maximum authorised weights and axle weights of alternatively fuelled or zero-emission vehicles shall be those	1. The maximum authorised weights and axle weights of alternatively fuelled or zero-emission vehicles shall be those	1. The maximum authorised ~~weights and axle~~ weights of alternatively fuelled or zero-emission vehicles shall be those	C

Commented [redacted]: PT favours the Council's proposal, taking into account that it does not include provisions concerning an increase in the maximum permissible axle loads. The maximum permissible axle loads represent a critical factor in relation to the preservation and maintenance of road pavement characteristics. In this regard, any increase in the maximum permissible axle loads could significantly compromise the quality and safety of the road infrastructure.

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	set out in points 2.2., 2.3, 2.4, 3.4.2 and 3.4.3 of Annex I.	set out in points 2.2., 2.3, 2.4, 3.4.2 and 3.4.3 of Annex I.	set out in ~~points 2.2.~~**sub-sections 2.2**, 2.3~~, 2.4, 3.4.2 and 3.4.3~~ **and 2.4** of Annex I.	
Article 1, first paragraph, point (9), amending provision, numbered paragraph (1), second subparagraph				
140	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 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 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 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.
Article 1, first paragraph, point (9), amending provision, numbered paragraph (1), third subparagraph				
141	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.'.	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.'.	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.~~'~~.	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.~~'~~.

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
Article 1, first paragraph, point (9), amending provision, numbered paragraph (2), first subparagraph				
142	2. The maximum lengths laid down in point 1.1 of Annex I for zero-emission vehicles or vehicle combinations including zero-emission 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.	2. The maximum lengths laid down in point 1.1 of Annex I for zero-emission vehicles or vehicle combinations including zero-emission 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.	2. The maximum ~~lengths~~**length** laid down in ~~point~~**sub-section** 1.1 of Annex I for ~~zero-emission~~**articulated** vehicles~~ or vehicle combinations including~~**, where those include** zero-emission **motor** vehicles**,** may be exceeded by the additional length necessary to accommodate the zero-emission technology, with a maximum of ~~90 cm~~**0,90 meter**, to allow the addition of such devices. Such zero-emission vehicles or vehicle combinations shall comply with ~~points~~**sub-sections** 1.5 and ~~1.5a~~**1.6** of Annex I to this Directive, and any exceeding of the maximum ~~lengths~~**length** 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.	C
Article 1, first paragraph, point (9), amending provision, numbered paragraph (2), second subparagraph				
143	The additional length required by zero-emission vehicles shall be defined on the basis of the	The additional length required by zero-emission vehicles shall be defined on the basis of the	The additional length required by zero-emission vehicles shall be defined on the basis of the	The additional length required by zero-emission vehicles shall be defined on the basis of the

Commented [redacted]: The Council's proposal restricts the possibility of increasing vehicle length exclusively to articulated vehicles composed of a motor vehicle with zero emissions. In contrast, the Commission and Parliament options have a broader scope, as they cover zero-emission vehicles as well as vehicle combinations that include a zero-emission vehicle. In this sense, the Commission and Parliament proposals are considered more favourable to the deployment of non-polluting vehicle solutions.
As the only difference between the Commission and Parliament options is that the Commission proposal introduces a 0.90 m limit for the permissible length increase — a limit that is not foreseen in the Parliament proposal — Portugal considers that the Commission proposal should be preferred. This approach ensures that any increase in length remains constrained, consistent with the Council's proposal, thereby avoiding the need to accommodate technical solutions that would significantly extend the length of such vehicles or vehicle combinations.
In light of the above, the Commission proposal is therefore favoured.

	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
	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. ,	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. ,	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. ,	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. ,
Article 1, first paragraph, point (10)				
144	(10) Article 10c is replaced by the following	(10) Article 10c is replaced by the following	(10) Article 10c is replaced by the following	(10) Article 10c is replaced by the following
Article 1, first paragraph, point (10), amending provision, first paragraph				
145	‘ Article 10c	‘ Article 10c	‘ Article 10c	‘ Article 10c ,
Article 1, first paragraph, point (10), amending provision, second paragraph				
146	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	*In the case of vehicles or vehicle combinations engaged in an intermodal transport operation,* the maximum ~~*lengths*~~*length* laid down in point 1.1 of Annex I *for an articulated vehicle*, subject where applicable to Article 9a(1) and 10b(2), *shall be of 18,00 m* 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*~~	The maximum lengths laid down in ~~point~~**sub-section** 1.1 of Annex I, subject where applicable to ~~Article~~**Article**s 9a(1) and 10b(2), and the maximum distance laid down in ~~point~~**sub-section** 1.6 of Annex I, may be exceeded by ~~15 cm~~**0,150 meter**s 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	C

Commented [redacted]: Taking into account the comments on line 142 (above), it is considered appropriate to maintain the corresponding alignment; therefore, the Commission proposal should be favoured.

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	body in question is part of an intermodal transport operation.; ,	~~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.~~ ***shall be of 13,50 m***; ,	body in question is part of an intermodal transport operation.; ,	
Article 1, first paragraph, point (10a)				
146a		***(10a) the following Article 10ca is inserted:***		C
Article 1, first paragraph, point (10a), amending provision, Article				
146b		***Article 10ca***		
Article 1, first paragraph, point (10a), amending provision, Article(1)				
146c		***1. In order to increase road safety and to avoid a multiplicity of vehicle markings and signalling, a single EU label for the length of motor vehicles or vehicle combinations in circulation used in EMS operations or with dimensions deviating from those laid down in points 1.1, 1.2, 1.4 to 1.8, 4.2 and 4.4 of Annex I is hereby established.***		C
Article 1, first paragraph, point (10a), amending provision, Article(2)				

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146d		***2. Member States shall take the necessary measures to ensure that all motor vehicles or vehicle combinations referred to in paragraph 1 display the EU label clearly and visibly at the rear of their motor vehicle or vehicle combination.***		C
Article 1, first paragraph, point (10a), amending provision, Article(3)				
146e		***3. By [1 year after the date of entry into force], the Commission shall adopt a delegated act in accordance with Article 10h to supplement this Directive by setting out the detailed standards, requirements and other provisions, for the labels and their issuing and display, favouring the use of pictograms over text.***		C
Article 1, first paragraph, point (11)				
147	(11) Article 10d is amended as follows:	(11) Article 10d is amended as follows:	(11) Article 10d is amended as follows:	(11) Article 10d is amended as follows:
Article 1, first paragraph, point (11)(a)				
148	(a) paragraphs 1 and 2 are replaced by the following:	(a) paragraphs 1 and 2 are replaced by the following:	(a) paragraphs 1 and 2 are replaced by the following:	(a) paragraphs 1 and 2 are replaced by the following:
Article 1, first paragraph, point (11)(a), amending provision, numbered paragraph (1), first subparagraph				
149	‘	‘	‘	C

	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
	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 set up on the road infrastructure, or by means of on-board weighing equipment installed in vehicles in accordance with paragraph 4.	1. Member States shall take specific measures to ~~identify~~*detect* vehicles or vehicle combinations in circulation that ~~are likely to have exceeded~~*exceed* 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*, including compliance with the requirements of special permits*. Those measures ~~may be taken with the aid of~~*shall include establishing* automatic systems set up on the road infrastructure~~, or by means of on-board weighing equipment installed in vehicles~~ *ensuring as a minimum a deployment* in accordance with ~~paragraph 4~~*Regulation (EU) 1315/2013**. *Member States shall establish certified automatic systems along the core network in the trans-European road transport network defined in Regulation (EU) 1315/2013.*	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 ~~set up~~**installed** on the road infrastructure~~, or by means of on-board weighing equipment installed in vehicles~~ **of the trans-European road transport network** in accordance with ~~paragraph 4~~**Regulation (EU) 2024/1679***.	
Article 1, first paragraph, point (11)(a), amending provision, numbered paragraph (1), second subparagraph				
150	If a Member State chooses to set up automatic systems on the road infrastructure, it shall ensure as a	~~If a Member State chooses to set up~~*In addition to the use of* automatic systems *set up* on the	~~If a Member State chooses to set up~~**In addition to the use of** automatic systems **set up** on the	**B**

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	minimum the deployment of such systems in the trans-European road transport network set out in Regulation (EU) 1315/2013*.	road infrastructure, ~~*it shall ensure as a minimum the deployment of such systems in the trans-European road transport network set out in Regulation (EU) 1315/2013**~~*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 or by means of road-side checks*.	road infrastructure, ~~it shall ensure as a minimum the deployment of such systems in the trans-European road transport network set out in Regulation (EU) 1315/2013*~~**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.**	
Article 1, first paragraph, point (11)(a), amending provision, numbered paragraph (1), third subparagraph				
151	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.	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.	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.	‘ 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.
Article 1, first paragraph, point (11)(a), amending provision, numbered paragraph (1), fourth subparagraph				
152	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	Without prejudice to Union and national law, ~~where~~*Member States may use the certified* automatic systems ~~are used to establish~~*to impose penalties in respect of* infringements of this Directive ~~and to impose penalties, such~~. *Certified* automatic systems shall	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	B

Commented [redacted]: (covers lines 152, 152a, 152b, 152c, 152d)

Portugal considers that the Commission proposal (retained in the GA), compared with the Parliament proposal, is less complex and ensures what is necessary for Member State authorities to comply with the controls required under the directive.
Nevertheless, the Council proposal provides for the possibility that vehicles type-approved under Implementing Regulation (EU) 2025/2161, and registered after 1 December 2029, may be capable of remotely transmitting reliable data on the weights of vehicles or vehicle combinations in circulation to road enforcement authorities. This possibility, stemming from vehicle type-approval and combined with the potential adoption of implementing acts by the Commission, where necessary, to allow the transmission of such data to enforcement authorities, appears to be a good option to facilitate enforcement actions within the context of the controls required by the directive.
Furthermore, the possibility of using the smart tachograph, as defined in Regulation (EU) No 165/2014, for the transmission of the above-mentioned data should be seen as an added value for enforcement authorities, provided that the use of the smart tachograph neither requires new developments to enable this functionality, nor affects the type-approvals already granted to these tachographs.
In light of the above, Portugal considers that the Commission and Council proposal should be maintained, insofar as it does not impose additional costs on national or international transport operators.

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
	identification purposes, they need not be certified.	be ~~*certified. Where automatic systems are used only for identification purposes, they need not be certified*~~*linked to the single national entry point for special permits or similar arrangement set out in Article 4a in order to be able to recognise vehicles or vehicle combinations which exceed the maximum authorised weights and are in possession of a special permit, as well as those that exceed the authorised weights permitted under the special permit*.	identification purposes, they need not be certified.	
Article 1, first paragraph, point (11)(a), amending provision, numbered paragraph (1a)				
152a			**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 2025/2161 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**	C

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
			transmitted may only be used by Member States to identify vehicles that may exceed maximum authorised weights.	
Article 1, first paragraph, point (11)(a), amending provision, numbered paragraph (1b)				
152b			**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.**	**C**
Article 1, first paragraph, point (11)(a), amending provision, numbered paragraph (1c)				
152c			**1c. 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. These implementing acts shall be adopted in accordance with the examination procedure referred to in Article 10i(2).**	**C**
Article 1, first paragraph, point (11)(a), amending provision, numbered paragraph (1d)				
152d			**1d. The Commission may adopt delegated acts in accordance with Article 10h postponing the date referred to in paragraph 1a by 18 months if this is necessary to ensure that newly registered vehicles are**	**C**

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
			able to transmit weight data by remote communication.	
Article 1, first paragraph, point (11)(a), amending provision, numbered paragraph (6), first subparagraph				
153	2. Each Member State shall carry out each calendar year at least six checks per one million vehicle-kilometres travelled by 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.’;	2. Each Member State shall carry out each calendar year at least six checks per one million vehicle-kilometres travelled by 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.’;	2. Each Member State shall carry out each calendar year ~~at least six~~**an appropriate number of** checks ~~per one million vehicle-kilometres travelled by~~**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.’;~~	C
Article 1, first paragraph, point (11)(a), amending provision, numbered paragraph (6), second subparagraph				
154	_____	_____	_____	’
Article 1, first paragraph, point (11)(a), amending provision, numbered paragraph (6), third subparagraph				
155	* Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the	* Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the	* Regulation (EU) ~~No 1315/2013~~**2024/1679** of the European Parliament and of the Council of ~~11 December 2013~~**13**	C

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
	development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1). ’,	development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1). ’,	**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 ~~Decision No 661/2010/EU (OJ L 348, 20.12.2013, p~~**Regulation (EU) No 1315/2013 (OJ L, 2024/1679, 28.6.2024)**~~. 1).~~ ’,	
Article 1, first paragraph, point (11)(b)				
156	(b) in paragraph 5, the first subparagraph is replaced by the following:	(b) in paragraph 5, the first subparagraph is replaced by the following:	(b) in paragraph 5, the first subparagraph is replaced by the following:	(b) in paragraph 5, the first subparagraph is replaced by the following:
Article 1, first paragraph, point (11)(c)				
157	This line can't be deleted since it was in the initial Commission proposal. Please disregard			
Article 1, first paragraph, point (11)(c), amending provision, numbered paragraph (5)				
158	‘ *5.* The Commission shall 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.’;	‘ 5. The Commission shall 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.’;	‘ 5. The Commission ~~shall~~**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.’;	C

Commented [redacted]: Portugal has no objections to any of the proposals.

	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
	’	’	’	
Article 1, first paragraph, point (12)				
159	(12) the following Article 10da is inserted:	(12) the following Article 10da is inserted:	*deleted*	C
Article 1, first paragraph, point (12), amending provision, first paragraph				
160	‘ Article 10da	‘ Article 10da	*deleted*	
Article 1, first paragraph, point (12), amending provision, numbered paragraph (1), first subparagraph				
161	*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.	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.	*deleted*	C
Article 1, first paragraph, point (12), amending provision, numbered paragraph (1), second subparagraph				
162	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.	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.	*deleted*	C
Article 1, first paragraph, point (12), amending provision, numbered paragraph (2)				

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
163	*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 Council*. 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) 2022/670**.	2. ~~*When a* Member *State implements IAP pursuant to paragraph 1, it*~~*States* shall ensure that their IAP schemes comply with Directive 2010/40/EU of the European Parliament and of the Council*. 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) 2022/670**. ***Member States shall also ensure that the IAP scheme is linked to the single national entry point for special permits or similar arrangement set out in Article 4a in order to be able to recognise vehicles or vehicle combinations which exceed the maximum authorised weights and/or dimensions and are in possession of a special permit.***	*deleted*	C
Article 1, first paragraph, point (12), amending provision, numbered paragraph (3)				

	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
164	*3.* When a Member State implements IAP schemes pursuant to paragraph 1, it shall:	3. When ~~*a Member State implements*~~***implementing*** IAP schemes pursuant to paragraph 1, ~~*it*~~***Member States*** shall:	*deleted*	C
Article 1, first paragraph, point (12), amending provision, numbered paragraph (3), point (a)				
165	*(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;	(a) define the criteria for granting access to heavy-duty vehicles, including but not limited to vehicle weight, length, ***height,*** technical specifications, and compliance with specific safety standards;	*deleted*	C
Article 1, first paragraph, point (12), amending provision, numbered paragraph (3), point (b)				
166	*(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;	(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;	*deleted*	C
Article 1, first paragraph, point (12), amending provision, numbered paragraph (3), point (c)				
167	*(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;	(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;	*deleted*	C
Article 1, first paragraph, point (12), amending provision, numbered paragraph (3), point (ca)				

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
167a		***(ca) refrain from discriminatory or disproportionate restrictions on the free movement of goods and services and from unduly impeding the proper functioning of the internal market.***		C
Article 1, first paragraph, point (12), amending provision, numbered paragraph (4), first subparagraph				
168	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.	~~*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.*~~	*deleted*	C
Article 1, first paragraph, point (12), amending provision, numbered paragraph (4), second subparagraph				
169	_____	_____	*deleted*	
Article 1, first paragraph, point (12), amending provision, numbered paragraph (4), third subparagraph				
170	* 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).	* 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).	*deleted*	C

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
Article 1, first paragraph, point (12), amending provision, numbered paragraph (4), fourth subparagraph				
171	** 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). ,	** 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). ,	*deleted*	C
Article 1, first paragraph, point (12a)				
171a		***(12a) In Article 10e, the following new paragraph is added:***		
Article 1, first paragraph, point (12a), amending provision, first paragraph				
171b		***Member States shall be encouraged to use the revenues generated from these penalties, or the equivalent in financial value of those revenues, to develop and support the market uptake of sustainable transport means, finance its infrastructure and smart enforcement systems, encourage intermodal transport operations, and increase the sustainability of cross-border transport operations.***		C

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
Article 1, first paragraph, point (13)				
172	(13) in Article 10f(1), point (a) is replaced by the following:	(13) in Article 10f(1), point (a) is replaced by the following:	*deleted*	
Article 1, first paragraph, point (13), amending provision, numbered paragraph (a)				
173	‘*(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 and the height of the container or swap body transported; and; ’	‘(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 and the height of the container or swap body transported; and; ’	*deleted*	B
Article 1, first paragraph, point (14)				
174	*(14)* Article 10g is replaced by the following:	(14) Article 10g is replaced by the following:	(14) Article 10g is replaced by the following:	(14) Article 10g is replaced by the following:
Article 1, first paragraph, point (14), amending provision, first paragraph				
175	‘Article 10g	‘Article 10g	‘Article 10g	‘Article 10g
Article 1, first paragraph, point (14), amending provision, numbered paragraph (1), first subparagraph				
176	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:	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:	1. Every 2 years, and at the latest by 30 September of the year following the end of the ~~2-year~~two-year period concerned, Member States shall send to the Commission the necessary information concerning:	1. Every 2 years, and at the latest by 30 September of the year following the end of the ~~2-year~~*two-year* period concerned, Member States shall send to the Commission the necessary information concerning:

Commented [redacted]: We can accept the Commission / EP proposal, which establishes that the declaration submitted by the Shipper must include, in addition to the weight of the container or swap body, its height as well.

	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
Article 1, first paragraph, point (14), amending provision, numbered paragraph (1), first subparagraph, point (a)				
177	(a) the number of checks carried out in the previous 2 calendar years;	(a) the number of checks carried out in the previous 2 calendar years;	(a) the number of checks carried out in the previous ~~2~~two calendar years;	(a) the number of checks carried out in the previous ~~2~~*two* calendar years;
Article 1, first paragraph, point (14), amending provision, numbered paragraph (1), first subparagraph, point (b)				
178	(b) the number of overloaded vehicles or vehicle combinations detected;	(b) the number of overloaded vehicles or vehicle combinations detected;	(b) the number of overloaded vehicles or vehicle combinations detected;	(b) the number of overloaded vehicles or vehicle combinations detected;
Article 1, first paragraph, point (14), amending provision, numbered paragraph (1), first subparagraph, point (c)				
179	(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;	(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;	(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;	**B**
Article 1, first paragraph, point (14), amending provision, numbered paragraph (1), first subparagraph, point (d)				
180	(d) the implementation and effectiveness of IAP schemes set up in accordance with Article 10da,;	(d) the implementation and effectiveness of IAP schemes set up in accordance with Article 10da,;	*deleted*	**C**
Article 1, first paragraph, point (14), amending provision, numbered paragraph (1), first subparagraph, point (e)				
181	*(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);	(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);	(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)~~;~~.	(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)~~;~~.
Article 1, first paragraph, point (14), amending provision, numbered paragraph (1), first subparagraph, point (f)				

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
182	(f) the results of the assessments carried out pursuant to Article 4(4a), point (d), and Article 4(5).	(f) the results of the assessments carried out pursuant to Article 4(4a), point (d), and Article 4(5).	*deleted*	C
Article 1, first paragraph, point (14), amending provision, numbered paragraph (1), second subparagraph				
183	This information shall be disaggregated per year.	This information shall be disaggregated per year.	This information shall be disaggregated per year.	This information shall be disaggregated per year.
Article 1, first paragraph, point (14), amending provision, numbered paragraph (2)				
184	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.	2. The Commission shall analyse the information received pursuant to paragraph 1, and, on the basis of the information received, *issue, where appropriate, recommendations to Member States. Where the Commission issues such recommendations, the Member State concerned shall, within 6 months of their issuance, inform the Commission of how it intends to implement these recommendations. The Commission shall* present a report to the European Parliament and the Council on the ~~*implementation*~~*compliance with requirements* of this Directive, no later than ~~*13*~~*12* months after receiving the information from all Member States. Such report shall	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.	C

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
		include information on relevant developments in the fields in question.		
Article 1, first paragraph, point (14), amending provision, numbered paragraph (3)				
185	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).; ,	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).; ,	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).; ,	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).; ,
Article 1, first paragraph, point (15)				
186	(15) in Article 10h, paragraph 2 is replaced by the following:	(15) In Article 10h, ~~*paragraph 2 is*~~***paragraphs 2, 3 and 5 are*** replaced by the following:	(15) in Article 10h, paragraph 2 is replaced by the following:	
Article 1, first paragraph, point (15), amending provision, numbered paragraph (2)				
187	‘ 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	‘ 2. The power to adopt delegated acts referred to in ~~*Articles 4(5a) and 10b(1),*~~***Article 4(5a), Article 10b(1) and Article 10ca*** shall be conferred on the Commission for a period of 5 years from [PO please insert date	‘ 2. The power to adopt delegated acts referred to in ~~Articles 4(5a) and~~**Article** 10b(1) shall be conferred on the Commission for a period of ~~5~~**five** years from [PO please insert date of entry into force of this	C

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
	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.; '	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.; '	Directive]. The Commission shall draw up a report in respect of the delegation of power not later than ~~9~~**nine** months before the end of the ~~5-year~~**five-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~~**three** months before the end of each period.~~;~~ '	
Article 1, first paragraph, point (15), amending provision, numbered paragraph (2a)				
187a		***3. The delegation of power referred to in Article 4(5a), Article 10b(1) and Article 10ca may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.***		C

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
Article 1, first paragraph, point (15), amending provision, numbered paragraph (2b)				
187b		***5. A delegated act adopted pursuant to Articles 4(5a), 10b(1) and 10ca shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of 2 months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by 2 months at the initiative of the European Parliament or of the Council.***		C
Article 1, first paragraph, point (16)				
188	(16) In Article 10i, the following paragraph 4 is inserted:	(16) In Article 10i, the following paragraph 4 is inserted:	(16) In Article 10i, the following paragraph 4 is inserted:	(16) In Article 10i, the following paragraph 4 is inserted:
Article 1, first paragraph, point (16), amending provision, numbered paragraph (4)				
189	‘ 4. Where reference is made to this paragraph, Article 8 of Regulation (EU) 182/2011 shall apply.; ’	‘ 4. Where reference is made to this paragraph, Article 8 of Regulation (EU) 182/2011 shall apply.; ’	‘ 4. Where reference is made to this paragraph, Article 8 of Regulation (EU) 182/2011 shall apply.; ’	‘ 4. Where reference is made to this paragraph, Article 8 of Regulation (EU) 182/2011 shall apply.; ’

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
Article 1, first paragraph, point (17)				
190	(17) Article 10j is deleted;	(17) Article 10j is ~~deleted;~~ ***replaced by the following:***	(17) Article 10j is deleted;	C
Article 1, first paragraph, point (17), amending provision, Article				
190a		***Article 10j***		C
Article 1, first paragraph, point (17), amending provision, Article, first paragraph				
190b		***By 2027, and every 4 years thereafter, the Commission shall present a report to the European Parliament and to the Council, on the application of this Directive. The report shall contain a detailed assessment of the evolution of national and international road transport, including specific characteristics of certain market segments and the impact of that evolution on road safety, the road infrastructure, the functioning of the road transport internal market, the competitiveness of the sector, connectivity, and modal shift. The report may incorporate elements from the report referred to in Article 10g(2). In particular, in this report the Commission shall analyse whether the necessary enabling conditions for***		C

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
		the market uptake of zero-emission heavy-duty vehicles in the Union, are satisfactorily met for the date referred to in paragraph 3 of Art 4b. In particular, this report shall assess, among others, the following enabling conditions: the amount of registrations of zero-emission heavy-duty vehicles in Member States, the availability and capacity of appropriate alternative fuels infrastructure and the impact of the European emission trading system on road transport as well as road user charges differentiated by CO2 emissions in Member States. In addition, this analysis shall assess the enabling conditions for the market uptake of zero-emission vehicles or vehicle combinations of European Modular Systems engaged in international traffic in those Member States allowing their circulation in their territories.		
Article 1, first paragraph, point (17), amending provision, Article, second paragraph				
190c		***In addition, the report shall analyse the use of the Intelligent Access Policy (IAP) schemes in***		C

	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
		regards to enforcement, taking into account their availability and cost-efficiency. Furthermore, the report shall inform on technological advancements in the area of road transport which are relevant, including with regards to new technologies or new concepts and aerodynamic devices, as well as trailers or semi-trailers with zero-emission technology.		
Article 1, first paragraph, point (17), amending provision, Article, third paragraph				
190d		***As part of this report, the Commission shall also assess the effectiveness and impact of this Directive, the extent to which the implementation of this Directive has met its objectives and its interaction and compatibility with other relevant Union legislation.***		C
Article 1, first paragraph, point (17), amending provision, Article, fourth paragraph				
190e		***On the basis of the findings in these assessments above, the report shall, where appropriate, be accompanied by a legislative proposal to amend this Directive.***		C
Article 1, first paragraph, point (18)				
191	(18) the following Article 10k is inserted:	(18) the following Article 10k is inserted:	(18) the following Article 10k is inserted:	(18) the following Article 10k is inserted:

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
Article 1, first paragraph, point (18), amending provision, first paragraph				
192	‘ Article 10k	‘ Article 10k	‘ Article 10k	‘ Article 10k
Article 1, first paragraph, point (18), amending provision, second paragraph				
193	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.	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. ***This period may be renewed only where the crisis persists.***	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**.	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***. ’
Article 1, first paragraph, point (18), amending provision, third paragraph				
194	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.	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 ***and on the dedicated European web portal referred to in Article 4a(1a)***.	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.	C
Article 1, first paragraph, point (18), amending provision, fourth paragraph				

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
195	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).	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).	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 where the crisis persists. Such implementing acts shall be adopted in accordance with the procedure referred to in Article 10i(4).	B
Article 1, first paragraph, point (18), amending provision, fifth paragraph				
196	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,	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***, including safety,*** of the Union citizens, where the normal functioning of society is	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,	B

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	and where the public interest requires urgent action to be taken.; '	significantly disrupted, and where the public interest requires urgent action to be taken.; '	and where the public interest requires urgent action to be taken.;	
Article 1, first paragraph, point (18), amending provision, fifth paragraph a				
196a			**This Article shall apply without prejudice to specific legislation applicable for military transport in case of enhanced deterrence and preparedness.** '	**B**
Article 1, first paragraph, point (19)				
197	(19) Annex I is replaced by the Annex to this Directive;	(19) Annex I is replaced by the Annex to this Directive;	(19) Annex I is replaced by the Annex to this Directive;	(19) Annex I is replaced by the Annex to this Directive;
Article 1, first paragraph, point (20)				
198	(20) in Annex III, the words 'Directive 76/114/EEC' are replaced by the words 'Annex II to Commission Implementing Regulation (EU) 2021/535'.	(20) in Annex III, the words 'Directive 76/114/EEC' are replaced by the words 'Annex II to Commission Implementing Regulation (EU) 2021/535'.	(20) in Annex III, the words 'Directive 76/114/EEC' are replaced by the words 'Annex II to Commission Implementing Regulation (EU) 2021/535'.	(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 2				
199	Article 2 Amendments to Regulation (EU) 2020/1056	Article 2 Amendments to Regulation (EU) 2020/1056	*deleted*	**C**
Article 2, first paragraph				

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
200	In Article 2(1), point (a), of Regulation (EU) 2020/1056, the following point (vi) is inserted:	In Article 2(1), point (a), of Regulation (EU) 2020/1056, the following point (vi) is inserted:	*deleted*	C
Article 2, first paragraph, amending provision, numbered paragraph (vi), first subparagraph				
201	‘ *(vi)* Article 6(7) of Council Directive 96/53/EC*;’	‘ (vi) Article 6(7) of Council Directive 96/53/EC*;’	*deleted*	C
Article 2, first paragraph, amending provision, numbered paragraph (vi), second subparagraph				
202	———	———	*deleted*	
Article 2, first paragraph, amending provision, numbered paragraph (vi), third subparagraph				
203	* 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). ’	* 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). ’	*deleted*	C
Article 3				
204	Article 3 Transposition	Article 3 Transposition	Article 3 Transposition	Article 3 Transposition
Article 3(1)				

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
205	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.	1. Member States shall adopt and publish, by [date-of-adoption+~~2 years~~*1 year*] 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.	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.	C
Article 3(2)				
206	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.	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.	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.	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				
207	Article 4 Entry into force	Article 4 Entry into force	Article 4 Entry into force **and application**	C
Article 4, first paragraph				
208	This Directive shall enter into force on the twentieth day following that of its publication in	This Directive shall enter into force on the twentieth day following that of its publication in	This Directive shall enter into force on the twentieth day following that of its publication in	This Directive shall enter into force on the twentieth day following that of its publication in

Commented [redacted]: Portugal considers that the two-year period established in the Commission / Council proposal is the most appropriate for the implementation of the laws, regulations and administrative provisions necessary to comply with this Directive.

	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
	the Official Journal of the European Union.	the Official Journal of the European Union.	the Official Journal of the European Union.	the Official Journal of the European Union.
Article 4, first paragraph a				
208a			**Paragraph 1 of Article 4a shall apply from [insert date: 4 years after the end of the transposition period].**	**C**
Article 5				
209	Article 5 Addressees	Article 5 Addressees	Article 5 Addressees	Article 5 Addressees
Article 5, first paragraph				
210	This Directive is addressed to the Member States.	This Directive is addressed to the Member States.	This Directive is addressed to the Member States.	This Directive is addressed to the Member States.
Formula				
211	Done at Strasbourg,	Done at Strasbourg,	Done at Strasbourg,	Done at Strasbourg,
Formula				
212	For the European Parliament	For the European Parliament	For the European Parliament	For the European Parliament
Formula				
213	The President	The President	The President	The President
Formula				
214	For the Council	For the Council	For the Council	For the Council
Formula				
215	The President	The President	The President	The President
Annex				

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	CLEAN Commission Proposal	VS.AUX1 EP Mandate	VS.AUX1 Council Mandate	VS.AUX1 Draft Agreement
216	Annex	Annex	Annex	Annex
Annex, first paragraph				
217	MAXIMUM WEIGHTS AND DIMENSIONS AND RELATED CHARACTERISTICS OF VEHICLES	MAXIMUM WEIGHTS AND DIMENSIONS AND RELATED CHARACTERISTICS OF VEHICLES	MAXIMUM WEIGHTS AND DIMENSIONS AND RELATED CHARACTERISTICS OF VEHICLES	MAXIMUM WEIGHTS AND DIMENSIONS AND RELATED CHARACTERISTICS OF VEHICLES
Annex, Table 1				
218	Table 1	Table 1	Table 1	C

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Commission Proposal Table 1

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 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
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
— vehicles or vehicle combinations carrying in intermodal transport one or more containers with a standard external height of 9’ 6’’ (high-cube containers)	4,30 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
1.7 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			
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	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	36 tonnes

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		is greater than 1,8 m	36 tonnes
	2.2.4.2	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.			
In the case of vehicle combinations including zero-emission 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 vehicles the maximum authorised weights provided for in in Sub-section 2.2.3 and 2.2.4 shall be increased by 2 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 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 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 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 tyres and the maximum weight of each axle does not exceed 9,5 tonnes.	40 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 Sub-section 2.3 shall be increased by 2 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:		
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 ≤ d < 1,3)	16 tonnes
3.2.3	between 1,3 m and less than 1,8 m (1,3 ≤ d < 1,8)	18 tonnes
3.2.4	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	1,3 m or less (d ≤ 1,3)	21 tonnes
3.3.2	over 1,3 m and up to 1,4 m (1,3	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 other than zero-emission vehicles	11,5 tonnes
3.4.2	Driving axle of zero-emission vehicles referred to in points 2.2.1 and 2.2.2	12.5 tonnes
3.4.3	Zero-emission two-axle buses	12.5 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

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3.5.2	1,0 m or greater but less than 1,3 m (1,0 ≤ d < 1,3)	16 tonnes
3.5.3	1,3 m 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 tyres and where the maximum weight for each axle does not exceed 9,5 tonnes	19 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		
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		
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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EP Mandate Table 1

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 m
— road train	18,75 m
— articulated bus ***with three axles***	18,75 m
— articulated bus with four axles	***21,00 m***
— bus with two axles	13,50 m
— bus with more than two axles	15,00 m
— bus + trailer	18,75 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
— vehicles or vehicle combinations carrying in intermodal transport one or more containers with a standard external height of 9’ 6’’ (high-cube containers)	4,30 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
1.7 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			
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	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~~44 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	36 tonnes

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		is greater than 1,8 m	36 tonnes
	2.2.4.2	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 ***motor*** vehicles other than zero-emission ***motor*** 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 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.			
In the case of vehicle combinations including trailers or semi-trailers with zero-emission technology the maximum authorised weights provided for in Sub-section 2.21, 2.2.2,2.2.3 and 2.2.4 shall be increased by 2 tonnes.			
When more than one of the increases for vehicle combinations set out above apply to a single vehicle combination, those increases shall apply cumulatively			
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 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 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 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 tyres and the maximum weight of each axle does not exceed 9,5 tonnes.		40 tonnes

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In the case of alternatively fuelled ***motor*** vehicles other than zero-emission ***motor*** 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 ***motor*** vehicles, the maximum authorised weights provided for in Sub-section 2.3 shall be increased by 2 tonnes.		
2.4 Three-axle articulated buses		28 tonnes
2.5 Four-axle articulated buses		***32 tonnes***
In the case of alternatively fuelled ***motor*** vehicles other than zero-emission ***motor*** vehicles, the maximum authorised ~~*weight of 28 tonnes*~~***weights*** provided for in ~~*Sub-section 2.4 is*~~***Sub-sections 2.4 and 2.5 are*** increased by the additional weight required for the alternative fuel technology with a maximum of 1 tonne.		
In the case of zero-emission ***motor*** vehicles the maximum authorised ~~*weight of 28 tonnes*~~ ***weights*** provided for in ~~*Sub-section 2.4 is*~~***Sub-sections 2.4 and 2.5 are*** 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:		
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 ≤ d < 1,3)	16 tonnes
3.2.3	between 1,3 m and less than 1,8 m (1,3 ≤ d < 1,8)	18 tonnes
3.2.4	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	1,3 m or less (d ≤ 1,3)	21 tonnes
3.3.2	over 1,3 m and up to 1,4 m (1,3	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 other than zero-emission vehicles	11,5 tonnes
3.4.2	Driving axle of zero-emission vehicles referred to in points 2.2.1 and 2.2.2	12.5 tonnes
3.4.3	Zero-emission two-axle buses	12.5 tonnes

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3.4.4	***Zero-emission three-axle buses***	***12.5 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	1,0 m or greater but less than 1,3 m (1,0 ≤ d < 1,3)	16 tonnes
3.5.3	1,3 m 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 tyres and where the maximum weight for each axle does not exceed 9,5 tonnes***. In case of zero-emission motor vehicles, the maximum sum of the axle weights per tandem axle shall be increased by 1 tonne.***	19 tonnes
3.6 Tri-axles of motor vehicles		
The sum of the axle weights per tri-axles must not exceed, if the distance (d) between the axles is:		
3.6.1	***less than 1,3 m(d<1,3)***	***21 tonnes***
3.6.2	***1,3 m or greater but less than1,8 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		
4.3 Maximum authorised weight depending on the wheelbase		
The maximum authorised weight in tonnes of a four-axle ***or 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		
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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Council Mandate Table 1

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 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 include zero-emission motor vehicles, the maximum authorised length provided for in sub-section 1.1 may be exceeded by 0,90 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
	~~— vehicles or vehicle combinations carrying in intermodal transport one or more containers with a standard external height of 9' 6'' (high cube containers)~~	~~4,30 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.		

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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
1.7 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			
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 **or three-axle motor vehicles with two-axle trailers**	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 or three-axle motor vehicles with two-axle semi-trailers**~~two-axle motor vehicle with three-axle semi-trailer~~			40 tonnes

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		(b) **three-axle motor vehicle with three-axle semi-trailer**~~three-axle motor vehicle with two or three-axle semi-trailer~~		40 tonnes
		(c) **two-axle motor vehicle with three-axle semi-trailer or three-axle motor vehicles with two-axle semi-trailers involved in intermodal transport operations**~~two-axle motor vehicle with three-axle semi-trailer involved in intermodal transport operations~~		42 tonnes
		(d) **three-axle motor vehicle with three-axle semi-trailer involved in intermodal transport operations**~~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~~**equal to** or greater ~~but not more than 1,8 m~~**than 1,3 m and less than or equal to 1,80 m (1,30 ≤ d ≤ 1,80)**	36 tonnes
		2.2.4.2	~~is~~ greater than ~~1,8 m~~**1,80 m (1,80 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 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 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.		
	In the case of vehicle combinations including zero-emission **motor** vehicles the maximum authorised weights provided for in **points 2.2.1 (b) and 2.2.2 (b) of** sub-section ~~2.2.1 and 2.2.2~~**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~~**points 2.2.1 (a) and 2.2.2 (a), (c) and (d),** 2.2.3 and 2.2.4 **of sub-section 2.2** shall be increased by 2 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~~**19,50** 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~~**9,50** 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 tyres and the maximum weight of each axle does not exceed ~~9,5~~**9,50** tonnes**.**	32 tonnes
	2.3.6	Five-axle motor vehicles with **at least** two steering axles ~~where the~~**and at least with one** 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 tyres and the maximum weight of each axle does not exceed ~~9,5~~**9,50** tonnes.	~~40~~**34** 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.		

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	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 buses, the maximum authorised weights provided for in point 2.3.2 of sub-section 2.3 shall be increased by 0,50 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)~~**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:		
	3.2.1	less than 1 m (d < 1,0)	11 tonnes
	3.2.2	~~between 1,0~~**equal to or greater than 1** m and less than ~~1,3 m~~ **1,30 m** (~~1,0~~**1** ≤ d < ~~1,3~~**1,30**)	16 tonnes
	3.2.3	~~between 1,3~~**equal to or greater than 1,30** m and less than ~~1,8 m~~ **1,80 m** (~~1,3~~**1,30** ≤ d < ~~1,8~~**1,80**)	18 tonnes
	3.2.4	~~1,8 m or more (1,8~~**equal to or greater than 1,80 m (1,80** ≤ d)	20 tonnes
3.3 ~~Tri axles~~**Tridem axles** of trailers and semi-trailers			
	The sum of the axle weights per ~~tri axle~~**tridem axle** must not exceed, if the distance (d) between the axles is:		
	3.3.1	~~1,3 m or~~ less **than 1,30 m (d < 1,30**~~(d ≤ 1,3~~)	21 tonnes
	3.3.2	~~over 1,3~~**equal to or greater than 1,30** m and ~~up to 1,4 m~~ **less than 1,40 m** (~~1,3~~ **1,30 ≤ d < 1,40)**	24 tonnes
3.4 Driving axle			

	3.4.1	Driving axle of the vehicles referred to in ~~points~~**sub-sections** 2.2, 2.3 and 2.4 ~~other than zero-emission vehicles~~	11,5 tonnes
	~~3.4.2~~	~~Driving axle of zero-emission vehicles referred to in points 2.2.1 and 2.2.2~~	~~12.5 tonnes~~
~~3.4.3~~	~~Zero-emission two-axle buses~~	~~12.5 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)~~ **1)**	11,5 tonnes
	3.5.2	~~1,0 m~~**equal to** or greater ~~but~~**than 1 m and** less than ~~1,3 m (1,0~~**1,30 m (1** ≤ d < ~~1,3~~**1,30**)	16 tonnes
	3.5.3	~~1,3 m~~**equal to** or greater ~~but~~**than 1,30 m and** less than ~~1,8 m~~ **1,80 m** (~~1,3~~**1,30** ≤ d < ~~1,8~~**1,80**)	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~~**9,50** tonnes**.**	19 tonnes
3.6 Tridem axles of motor vehicles			
	The sum of the axle weights per tridem axle must not exceed, if the distance (d) between the axles is:		
	3.6.1	**less than 1,30 m (d < 1,30)**	**21 tonnes**
	3.6.2	**equal to or greater than 1,30 m and less than 1,40 m (1,30 ≤ d < 1,40)**	**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**.**		
4.3 Maximum authorised weight depending on the wheelbase			

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	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.
	If the maximum authorised weight of a vehicle combination, as specified in sub-section 2.2, exceeds 42 tonnes, it must not exceed the weight calculated using the following formula: Weight in tonnes ≤ 2,7 x A + 13,5, where A is the distance in metres between the axles 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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