Council of the European Union
General Secretariat

PUBLIC

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**LIMITE**

**TRANS**
**CLIMA**
**ENV**
**COMPET**
**CODEC**

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**WORKING DOCUMENT**

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| From: | General Secretariat of the Council |
| To: | Working Party on Land Transport |
| N° prev. doc.: | ST 8127/25 |
| N° Cion doc.: | ST 11722/23 INIT + 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<br>- Revised Presidency compromise<br>- Comments from Belgium |

Delegations will find, attached, comments by **Belgium** on the above-mentioned document.

PUBLIC

**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**

Comments from the Belgian Delegation

14-05-2025

## 1) New article 4b (2a)

We have a preference for the previous proposal regarding cross-border provisions for ≤ 44 tonnes in article 4b (2a) but more generally we reiterate our support for the abolition of cross-border barriers for the transport of ≤ 44 tones leading to more harmonization. We understand the concerns of some MS and would like to find a workable and balanced solution on this article.

We have still a scrutiny reservation regarding the postponement of the final date for 44 tonnes diesel vehicle combinations to 2040. This could jeopardize the transition to electrified vehicles.

We found a typo in one of the reporting conditions ('not' seems to be missing):

*"— that the impacts result exclusively from the cross-border traffic of HDVs with a total weight exceeding 40 tonnes and do not result from national traffic involving such vehicles; "*

## 2) Annex

We are pleased that some of the provisions we introduced or supported have been retained such as the 'brugformule' or 'formule de pont', the 46 tonnes cap and the specific provisions for 5-axles motor vehicles.

**1.4b**

We are wondering about the feasibility of complying with the swept circle test with a length increased by 1.30 m. We also wonder whether this could have an influence on the length of the trailer itself, which could have implications for intermodal transport operations.

**2.2**

We support the additional tonnage being made possible for zero-emission vehicle combinations. It is also important that for the 44 tonnes of cross-border transport, freight can be included in the 2 tonnes extra for zero-emission (if the two tonnes is not utilised by ZE technology) to further support zero-emission developments.