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WORKING DOCUMENT

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 - Revised Presidency compromise - Comments from Romania

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

Unfortunately, Romania does not agree at all with the revised Presidency compromise contained in document ST 8127/25.

This file remains extremely sensitive for Romania, as for other MS, and our experts think that there is a need for more in depth discussion before proceeding to a general approach.

The current compromise solution does not address the basic problem raised from the beginning – the premature deterioration of infrastructure. We object to the proposal as we are also concerned with the fact that its implementation will generate significant disadvantages for a certain part of the EU Member States.

The reasoning for this objection remains unchanged compared with our previous interventions:

- We cannot agree with any proposal aiming to increase the weights and dimensions of road vehicles because they lead to premature deterioration of the road infrastructure.
  In our experts' opinion, there are other means of stimulating the adoption of zero emissions vehicles for road transport, such as lowering the taxes for owners of such vehicles; facilities for acquisition (e.g. subsidies) or anything else.
- Moreover, any increase of the maximum limits should not harm or endanger the viability of the existing infrastructure.

Concretely, our comments concern:

- **Art. 4b (2a) –** we wish to reiterate our objection to the increase from 40t to 44t for HDV. We took note of the rewording proposed and that the current compromise solution goes into further detail concerning the procedure for prohibiting their circulation, but this potential prohibition is a result of a negative impact and is an "*a posteriori"* measure.
- We cannot support the increase of masses for HGVs even if they are zero emissions vehicles, because infrastructure can not change at the same rhythm as fleet does. Moreover, the consequences of premature degradation of infrastructure are multilevel – financial, in terms of road safety, discomfort for all other road users, diminishing of commercial speeds etc.
- We also oppose the amendments proposed to **Art. 7 (a) (3)** proposes an increase of the limit of 40t to 42-44t for 0 emissions vehicles of Annex I.

In conclusion, Romania will oppose to a general approach on this item. We completely agree and support other means of stimulation of zero-emissions vehicles acquisitions as financial incentives –e.g. reduction of taxes or even facilities in acquiring such vehicles.

Romania could only agree to such measures when its road infrastructure will be better developed in order to allow for such traffic without risking its deterioration.

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