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General Secretariat

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WORKING DOCUMENT

From: To:	General Secretariat of the Council Working Party on Land Transport
N° Cion doc.:	ST 11722 2023 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 - Presidency non-paper

In view of the Land Transport working party on 4 July, delegations will find in annex a non-paper by the Presidency on the above-mentioned subject.

Non-paper on the Directive on Weight and Dimensions for Heavy-Duty Vehicles

Given the complications that this file presents in the discussions in the working party, the Presidency proposes an approach focusing on the essence of the proposal.

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The Presidency understands the objective of the Commission proposal to provide sufficient incentives for the sector to encourage investment in zero-emission technologies is the most important. This incentive would be provided by allowing operators using zero-emission vehicles (ZEV) to compensate for the additional structural weight related to the technology and an increased payload capacity.

Zero-emission vehicles:

- Vehicle combinations where the towing vehicle is a ZEV shall be permitted to exceed the maximum authorised weight by an additional 2 tonnes compared to the current rules.
- Vehicle combinations including a trailer equipped with an electrically powered axle (eTrailer) shall be permitted to exceed the maximum authorised weight by up to 2 tonnes.
- There would be an upper limit of the vehicle combination of 46 tonnes.
- The weight limit of the driving axle remains limited to 11,5 tonnes.
- Different options are visualised in the annex.

Considering what the Commission proposed related to fair competition the Presidency proposes an approach that would be based on the principle of mutual recognition.

Fair competition and supporting the internal market:

- A vehicle combination that is allowed to circulate on each side of a border is allowed to cross the border between the two Member States and circulate freely. However, higher weights and driving axle loads can be limited to ZEVs. This would avoid monitoring, reporting and make the rules easy to understand for operators.
- Member States retain the right to allow or disallow EMS-combinations. EMS-combinations would be allowed to cross border if it respects the national conditions of the Member State it enters.
- Transiting Member States to reach another Member State would only be allowed if the transiting Member States and the destination Member State allow for that type of vehicle combination including EMS-combinations.

Simplifying the rules, as proposed above, would also make the enforcement of the rules easier.

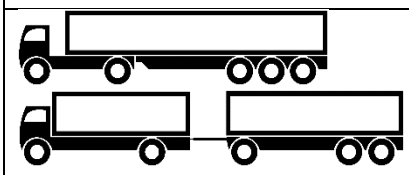
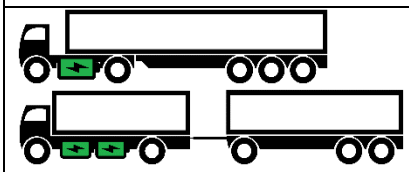
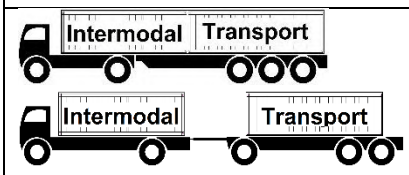
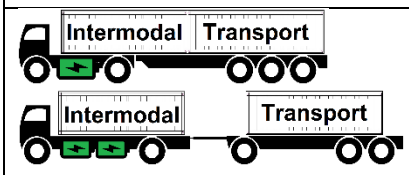
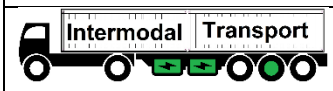
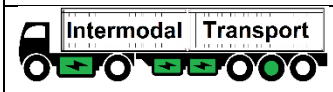
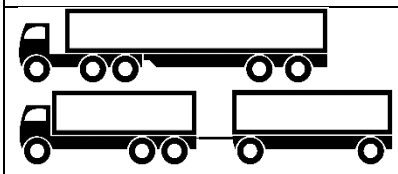
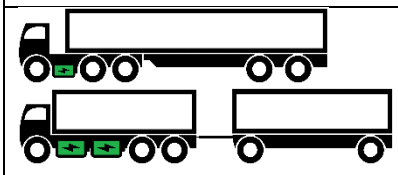
Enforcement:

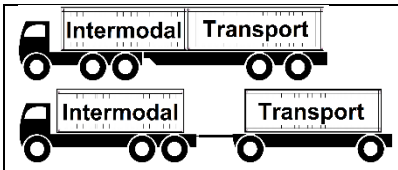
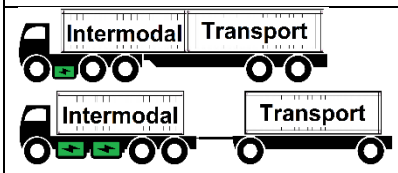
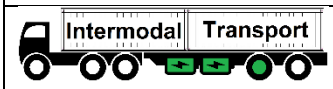
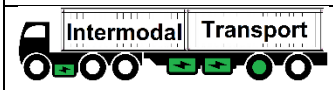
- To facilitate enforcement, the use of automatic systems should be allowed, be it on-board or infrastructure based, and Member States should ensure an appropriate number of checks [as in document ST 8448/2/24 REV2 – article 10d].
- Commission is requested to assess the functionalities of the smart tachograph for detecting overweight vehicles and if it deems appropriate propose amendments to this Directive or Regulation 165/2014 in this respect.
- Member States have the competence to close roads to specific types of vehicles due to the state of the infrastructure. Therefore, there is no need for a positive network. This also avoids having to consider a solution to allow vehicle combinations to connect to the positive network from the warehouse.

Delegations are invited to consider what it important and to list those elements they consider should continue to be part of the proposal.

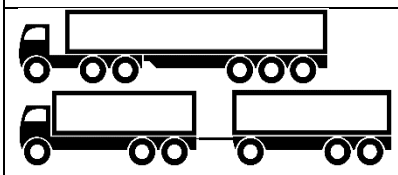
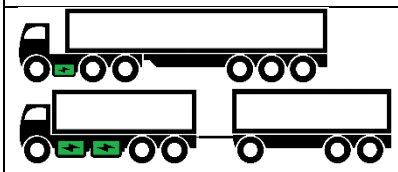
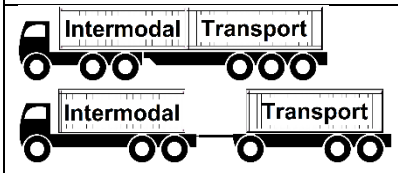
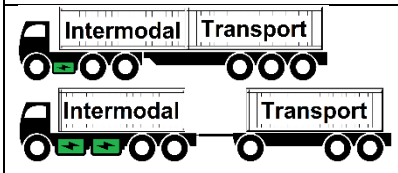
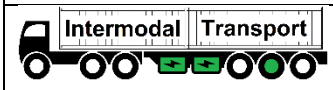
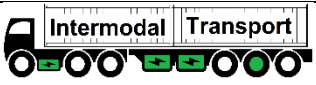
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Consequences for common five axle combinations

	Current Maximum Authorised Weight	Suggested (new) Maximum Authorised Weight
	40 t	40 t
	42 t	**44 t**
	40 t	**42 t**
	42 t	**44 t**
	42 t	42 t
	44 t	44 t
	42 t	42 t
	44 t	44 t
	40 t	40 t
	42 t	**44 t**
	40 t	**42 t**
	42 t	**44 t**

	44 t	44 t
	**46 t**	**46 t**
	44 t	**46 t**
	**46 t**	**46 t**

Consequences for common six axle combinations

	Current Maximum Authorised Weight	**Suggested (new) Maximum Authorised Weight**
	40 t	40 t
	42 t	**44 t**
	40 t	**42 t**
	42 t	**46 t**
	44 t	44 t
	**46 t**	**46 t**
	44 t	**46 t**
	**46 t**	**46 t**