

## PREAMBLE

Europe needs safer and cleaner road transport solutions for its citizens that are fully interoperable and compatible with all modes of transport. For these reasons we urge the European co-legislators to take the following recommendations into account during the trilogue negotiations on the revision of the Weights and Dimensions Directive (WDD).

## KEY RECOMMENDATIONS BY THE INTERMODAL AND RAIL FREIGHT SECTOR

- 1. The Greening Freight Transport Package must remain a single and coherent framework. The revision of the WDD must be aligned with the Combined Transport Directive, as well as with any other relevant EU legislation. Intermodal interoperability and compatibility should be mandatory requirements under the WDD, and the revision of the CTD should continue in order to ensure a fair and balanced regulatory ecosystem for all modes of land transport.**

In light of the above, we recommend the following positions in the four-column document: on line 14 (EC-, EP+, Council-), line 16 (EC+, EP+, Council+), line 29 (EC-, EP-, Council+), line 31 (EC-, EP+, Council-), line 33a (EC-, EP+, Council-), line 35 (EC-, EP-, Council+), line 62 (EC+, EP+, Council+), line 103c (EC-, EP+, Council-), line 122 (EC-, EP-, Council+), line 146 (EC+, EP-, Council+), line 158 (EC+, EP+, Council-), line 205 (EC+, EP-, Council+), and on Annex I/point 1.3 (EC-, EP-, Council+).

- 2. Any proposed weight incentives under the WDD should be restricted to zero-emission vehicles and to the road-legs of intermodal freight transport. We recommend a weight allowance for zero-emission road vehicles of up to 4 tonnes, strictly to be used to offset the additional technology weight, as well as for trucks performing combined transport road legs and differentiated by axle configuration. This should ensure payload parity with diesel-powered vehicles while preventing future technology-related weight savings to be used for increasing the maximum payload. No transitional benefits should be granted to fossil fuel powered vehicles (ICE trucks). The cross-border gross vehicle weight limit for trucks should remain 40 tonnes, with no automatic rights for cross-border circulation introduced. Effective enforcement of the weight limits included in this Directive must be ensured.**

In light of the above, we recommend the following positions in the four-column document: on line 17 (EC+, EP-, Council+), line 21a (EC-, EP-, Council+), line 21e (EC-, EP-, Council+), line 21d (EC+, EP+, Council-), line 22 (EC-, EP-, Council+), line 23 (EC+, EP+, Council-), line 27 (EC+, EP++, Council+), line 27a (EC-, EP-, Council+), line 27b (EC+, EP+, Council-), line 28 (EC+, EP+, Council-), line 30 (EC+, EP+, Council-), line 75 (EC+, EP+, Council+), line 77 (EC+, EP+, Council+), line 82 (EC+, EP+, Council-), line 84a (EC+, EP+, Council-), line 106 (EC-, EP-, Council+), line 107 (EC+, EP+, Council-), line 108 (EC-, EP-, Council+), line 118c (EC-, EP+, Council-), line 118d (EC-, EP+, Council-), line 122b (EC-, EP-, Council+), line 122c (EC-, EP-, Council+), line 130 (EC-, EP-, Council-), line 131 (EC-, EP-, Council-), line 134 (EC+, EP+, Council+), line 139 (EC+, EP+, Council+), line 142 (EC-, EP-, Council+), line 149 (EC+, EP-, Council-), line 150 (EC+, EP-, Council-), line 152a (EC-, EP-, Council+), line 153 (EC+, EP+, Council-), line 161 (EC+, EP+, Council-), line 190b (EC+, EP-, Council+), line 190c (EC-, EP+, Council-), line 190d (EC-, EP+, Council-), line 190e (EC-, EP+, Council-), Annex I/point 1.1 (EC-, EP-, Council+), and on Annex I/point 2.2.4.2 (EC+, EP+, Council-).

- 3. Introducing and facilitating automatic cross-border circulation of European Modular Systems (EMS) would accelerate the deterioration of road infrastructure, present higher costs onto public budgets and taxpayers, and could potentially cause a reverse modal shift of up to 21% for conventional rail freight and 16% for combined transport. EMS vehicles also present operational challenges for intermodal terminals due to access constraints, on-site manoeuvrability, and limited parking space. Therefore, we strongly recommend that EMS remain under Member State control, be subject to robust safeguards, and not allow automatic or uncontrolled cross-border operations. We also call for consistent intermodal compatibility, permitting only standardised EMS configurations, and requiring Member States to conduct both ex-ante and ex-post assessments based on common indicators to ensure cross-border consistency and comparability, including impacts on combined transport, supported by strict weight monitoring and enforcement mechanisms.**

In light of the above, we recommend the following positions in the four-column document: on line 19 (EC-, EP+, Council-), line 20 (EC+, EP+, Council-), line 21e (EC-, EP-, Council+), line 26a (EC-, EP+, Council-), line 28 (EC+, EP+, Council-), line 30 (EC+, EP+, Council-), line 32 (EC+, EP+, Council-), line 56 (EC-, EP-, Council-), line 83 (EC-, EP-, Council-), line 85 (EC-, EP-, Council-), line 85a (EC-, EP+, Council-), line 86 (EC+, EP+, Council+), line 87 (EC+, EP+, Council+), line 88 (EC-, EP-, Council-), line 89 (EC+, EP+, Council-), line 89a (EC-, EP+, Council-), line 89b (EC-, EP+, Council-), line 90 (EC-, EP-, Council-), line 91 (EC-, EP+, Council-), line 93 (EC-, EP+, Council-), line 94 (EC+, EP+, Council-), line 96 (EC+, EP+, Council-), line 103c (EC-, EP+, Council-), line 118c (EC-, EP+, Council-), line 118d (EC-, EP+, Council-), line 122b (EC-, EP-, Council+), line 122c (EC-, EP-, Council+), line 146c (EC-, EP+, Council-), line 149 (EC+, EP-, Council-), line 150 (EC+, EP-, Council-), line 153 (EC+, EP+, Council-), line 161 (EC+, EP+, Council-), and line 190c (EC-, EP+, Council-).

- 4. Allocating revenues stemming from Weights and Dimensions infringement penalties to sustainable and combined transport.**

In light of the above, we recommend the following positions in the four-column document: on line 28b (EC-, EP+, Council-), and line 171b (EC-, EP+, Council-).

## STRUCTURE OF THE DOCUMENT

The first page is structured around four key policy topics, each accompanied by supporting recommendations for positions on specific lines in the four-column document. When lines relate to multiple policy topics, they appear in more than one section. The document itself follows the four-column format commonly used in trilogue negotiations: the first three columns present the respective positions of the European Commission, the European Parliament and the Council, while the fourth column sets out the position of the intermodal and rail freight sector on the relevant lines. Only those lines of the four-column document on which the sector has comments are included, in order to provide targeted input. Lines marked in green indicate provisions where convergence between the positions of the EU institutions has already been achieved.

	Commission Proposal	EP Mandate	Council Mandate	Comments of the sector
1	2023/0265 (COD)	2023/0265 (COD)	2023/0265 (COD)	
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	
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. <i>Furthermore, to ensure legislative coherence and legal certainty, this Directive should be aligned as closely as possible with the CO2 standards for heavy-duty vehicles Regulation and the Combined Transport Directive.</i>	(4) To achieve these objectives, the right balance between economic efficiency, environmental sustainability, protection of road infrastructure and road safety aspects should be struck.	We support the position of the European Parliament. The Weights and Dimensions Directive must be aligned with the Combined Transport Directive, as well as with any other relevant EU legislation. Such alignment is necessary to ensure legislative coherence and legal certainty, to avoid unintended incentives for a modal shift from more sustainable transport modes, notably rail, to road, and to prevent negative impacts on cross-border intermodal operations.
16	(6) The provisions of Directive 96/53/EU complement Council Directive 92/106/EEC <sup>1</sup> 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 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.  <small>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).</small>	(6) The provisions of Directive 96/53/EU complement Council Directive 92/106/EEC <sup>1</sup> 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 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.  <small>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).</small>	(6) The provisions of Directive 96/53/EU complement Council Directive 92/106/EEC <sup>1</sup> 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 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.  <small>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).</small>	We support the aligned approach of the EU institutions regarding recital (6), notably the clarification that the provisions of Directive 96/53/EU (Weights and Dimensions Directive) complement Council Directive 92/106/EEC (Combined Transport Directive). Aligning terminology between these instruments helps ensure equal treatment of containerised and non-containerised intermodal operations, including appropriate weight allowances for the road leg of genuine intermodal transport. At the same time, it is important to maintain a clear understanding that this recital does not extend the definition of intermodal

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				transport to purely road operations or long truck configurations without modal transshipment. Safeguarding a robust definition of intermodal transport remains essential to ensure that weight incentives effectively support modal shift objectives and do not inadvertently favour long-distance road haulage.
16a		<p><i>(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 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.</i></p>		We support the position of the European Parliament. The objective to encourage intermodality through targeted measures and incentives should be an integral part of this revision. At the same time, adequate provisions must be introduced to ensure the comfort and the safety of the truck drivers.
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 dimensions limits for certain types of vehicles circulating in national traffic do	(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 <del>the national</del> 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 dimensions limits for certain types of vehicles circulating in national traffic do	We support the Commission proposal and the Council position. National derogations on maximum permitted weights and dimensions should not automatically apply to cross-border operations. Automatic

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	not automatically apply to vehicles used in cross-border operations.	<i>understandings between neighbouring Member States, from certain maximum permitted weights and dimensions limits for certain types of <del>vehicles circulating in national traffic do not automatically apply to</del> specialized vehicles <del>used in cross-border</del> performing transport operations., that should be preserved as long as they do not affect international competition</i>	not automatically apply to vehicles used in cross-border operations.	recognition of such national rules would risk an uncontrolled spread of larger and longer vehicles across Europe, undermining legal certainty, road safety, infrastructure protection and the level playing field in international freight transport.
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 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	(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. <i>Before authorising EMS, Member States should carry out a prior assessment for new routes of their possible impact on road safety, infrastructure, modal cooperation, modal shift and the environment.</i> 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	(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, <del>thanks to their confinement to</del> when performed in adequate <del>parts of the road networks</del> 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 territories. At the same time, to <del>enlarge the</del> 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 <del>maximum authorised weights and dimensions</del> 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 <del>lowest</del> highest weight and dimension limit for EMS applicable in those Member States. <del>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,</del>	We support the European Parliament's position only on limited parts of their amendment proposal. In fact on the need for a prior assessment by Member States before authorising European Modular Systems (EMS), including assessments of impacts on road safety, infrastructure, modal cooperation, modal shift and the environment. A common methodology is essential to ensure consistent and comparable prior assessments across Member States. A harmonised assessment framework, based on shared criteria, would allow for a coherent evaluation of the impacts of EMS. These prior assessments should therefore be conducted in accordance with a common methodology established through delegated acts adopted by the European Commission.  Ensuring compatibility with other sustainable transport modes, notably rail, is essential. To ensure that the potential impacts of EMS traffic on rail freight are properly addressed, the monitoring framework assessing effects on road safety, infrastructure and modal share should be maintained. Its scope should also be expanded to cover

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	<p>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.</p>	<p>circulation of EMS in national and international traffic, <del>including providing.</del> <i>Those conditions 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 <del>and</del> on parts of the road network compatible with specifications of such vehicles, <del>and</del>. 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.</i></p>	<p><del>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 cooperation, as well as the environmental impacts of European Modular Systems on the transport system, including the impacts on modal share.</del></p>	<p>additional road infrastructure investment needs as well as the safeguarding of existing public investments in rail infrastructure, in particular combined transport terminals.</p> <p>At the same time, we strongly oppose any approach that would allow the automatic circulation of EMS in cross-border operations without additional approval by the concerned Member States and additional safeguards. Automatic recognition of national EMS rules across borders would risk an uncontrolled spread of larger and longer vehicles throughout Europe, undermining legal certainty, road safety, infrastructure protection and the level playing field in international transport.</p>
19a		<p><i>(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.</i></p>		<p>We support the position of the European Parliament to fix the conditions for using EMS vehicles by only highly trained and qualified truck drivers.</p> <p>An EMS road toll category should be created that is proportionate to the size of the EMS vehicle.</p>
20	<p>(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</p>	<p>(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</p>	<p>(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</p>	<p>We support the positions of the European Commission and the European Parliament that Member States should</p>

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	panels, pantographs and electric roads, or the progressive introduction of EMS in Member States, may require exceeding the 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.	panels, pantographs and electric roads, or the progressive introduction of EMS in Member States, may require exceeding the 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.	panels, pantographs and electric roads, or the progressive introduction of EMS in Member States, may require exceeding the 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. <del>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.</del>	regularly monitor and assess the performance and impacts of testing new technologies and new concepts, including their effects on road safety, road infrastructure, modal cooperation and the environment, and potential impacts on modal share.
20a		<i>(10a) The new harmonised rules for EMS in national and international traffic in Member 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.</i>		We support the position of the European Parliament to point out the risks of EMS for the vulnerable users such as pedestrians and cyclists. Adequate measures should be taken to make an EMS visible from those vulnerable users.
21a			(11a) Cross-border traffic between Member States, that allows higher weights than those in Annex I, can improve efficiency and reduce CO2	We support the Council position. Limiting the authorisation of cross-border operations between Member

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			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 Article 4, from the weight and dimension limits set in Annex I.	States that allow higher weights than those set out in Annex I to zero-emission vehicles (ZEV) and intermodal transport operations is consistent with the Union's objectives to avoid a modal shift from more sustainable transport modes, notably rail, to less sustainable modes. This approach is also in line with the Union's own policy objectives, including those set out in the Sustainable and Smart Mobility Strategy (SSMS).
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 incentivised without hampering cross-border traffic.	We oppose the Council position. While we do not oppose incentives for zero-emission vehicles, such incentives should not lead to the automatic authorisation of cross-border operations involving higher weights or dimensions. Any such authorisation risks undermining road safety, infrastructure protection, legal certainty and the level playing field in international transport, and may result in an adverse modal shift away from more sustainable transport modes, notably rail.
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.	We support the Council position. While the Directive allows for derogations from maximum weights and dimensions, Member States must retain the right to restrict the circulation of certain vehicles on specific parts of their road network for reasons related to road safety and infrastructure characteristics. Preserving this flexibility is essential to ensure safe operations, protect infrastructure and maintain legal certainty.

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22	<p>(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 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.</p>	<p>(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, <i>and maximise the effects of relevant existing environmental law</i> it is necessary to phase out the use of such heavier lorries running on fossil fuels, as of 2035, <i>when to strengthen legal certainty for investments and to further encourage</i> the market penetration of <i>more efficient zero-emission HDVs is projected to increase significantly up to around 50% of new HDV registrations.</i> 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.</p>	<i>deleted</i>	<p>We support the Council position to delete this recital.</p> <p>The proposed removal of barriers to the cross-border circulation of heavier lorries would risk incentivising long-distance road transport and increasing competitive distortions vis-à-vis more sustainable transport modes, notably rail, while undermining infrastructure protection and legal certainty.</p>
23	<p>(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-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<sup>1</sup>. 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-</p>	<p>(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-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<sup>1</sup>. 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-</p>	<i>deleted</i>	<p>We oppose the Council position to delete this recital, as clear and harmonised proof of compliance, including proof of the intermodal nature of a transport operation, is essential to ensure that additional weight allowances are used strictly for genuine intermodal transport and do not lead to an unintended modal shift from rail to road.</p> <p>However, we consider that the explicit link to eFTI introduced by the Commission in Article 1(5)(c) is misplaced in this Directive. The use of eFTI to prove the intermodal nature of transport operations should be</p>

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	<p>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<sup>2</sup> ('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 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.</p> <p>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).</p>	<p>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<sup>2</sup> ('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 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.</p> <p>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).</p>		<p>addressed under the Combined Transport Directive, where it belongs from a legal and systemic perspective. This provision therefore goes beyond the scope of the Weights and Dimensions Directive and should be deleted.</p> <p>No intermodal business case is yet defined under the eFTI Regulation.</p>
25	<p>(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 and comfort features of aerodynamic cabs are not jeopardized.</p>	<p>(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 and comfort features of aerodynamic cabs are not jeopardized,</p>	<p>(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 and comfort features of aerodynamic cabs are not jeopardized.</p>	

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		<i>and that the vehicle concerned complies with the “turning circle rule”.</i>		
26a		<i>(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.</i>		We support the position of the Parliament to introduce a EU label for EMS or any special vehicles circulating on the European roads.
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 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.	(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, <del>and if they choose to use automatic systems on the road infrastructure,</del> Member States should ensure as a minimum the deployment of <del>such</del> automatic systems in the trans-European road transport network, <i>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.</i> Moreover, for reliability and consistency of the	(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 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.	We support strengthening enforcement of weight and dimension rules, in particular the European Parliament’s approach to broaden enforcement tools. Effective and consistent enforcement is essential to protect infrastructure, ensure fair competition, and prevent a shift from more sustainable modes such as rail.  However, enforcement should not rely mainly on sporadic roadside checks. Continuous compliance requires the progressive deployment of accurate on-board weighing and monitoring systems across the entire road network.

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		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.		
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.	<p>We support the Council position in principle, as it recognises the importance of on-board mass monitoring (OBMM) for improving enforcement and compliance for vehicles benefiting from higher weight allowances.</p> <p>However, OBMM should not remain optional. To ensure effective and continuous enforcement, on-board weighing systems should become mandatory for all relevant vehicles within a short timeframe. Voluntary or selective use would risk undermining infrastructure protection, legal certainty, and fair competition, with negative effects on modal balance.</p>
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.	<p>We oppose the Council position.</p> <p>While we recognise the technical and cost challenges linked to retrofitting, limiting the application of on-board mass monitoring (OBMM) to new vehicles only from December 2029, with the possibility of further postponement, would significantly undermine effective enforcement. To ensure continuous, reliable and non-circumventable compliance with weight rules, OBMM should be progressively required for all relevant vehicles within a clearly defined and short timeframe.</p>

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28	<p>(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, 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.</p>	<p>(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, Member States should be encouraged to establish Intelligent Access Policy schemes that ensure compliance with rules on the maximum authorised weights and dimensions. <del>When establishing such schemes,</del> Member States should apply minimum common requirements to <i>such schemes in order to</i> guarantee harmonisation and interoperability across <del>de EU</del>the Union, in particular as regards accessibility and format of relevant data to be exchanged. <i>The relevant data should be accessible in real-time and in the official languages of the Union.</i> 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.</p>	<del>deleted</del>	<p>We support the Commission and European Parliament positions and oppose the Council position. Encouraging the establishment of Intelligent Access Policy schemes provides an important additional enforcement and monitoring tool to ensure compliance with weight and dimension rules, protect road infrastructure and support sustainable transport operations. Such schemes help prevent abuses that could otherwise distort competition and negatively affect modal balance, notably to the detriment of rail.</p>
28b		<p><i>(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</i></p>		<p>We support the European Parliament position. Encouraging Member States to use revenues from penalties to support sustainable transport modes and intermodal operations is consistent with the objectives of the European Green Deal and the Sustainable and Smart Mobility Strategy, and contributes to mitigating external costs and supporting a balanced modal split.</p>

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		<i>external costs generated by transport operations, encourage intermodality, and increase the sustainability of cross-border transport operations.</i>		
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, <i>including those using 45-foot or 48-foot containers, 45-foot swap bodies or high-cube containers</i> , should be further facilitated by allowing extra height <i>and length</i> to road vehicles to transport <del>high-cube</del> these containers.	<i>deleted</i>	We support the Council position to delete this recital and oppose the European Commission and European Parliament positions. In the current offer, 45-foot PW containers are already transported on special road chassis with gooseneck tunnels. The 48-foot containers are not standardised and would not be optimised for the wagons that are designed essentially for the transport of 20', 30', 40' and 45' feet containers. Hence, extending allowances to additional vehicle length to 48-foot containers would undermine intermodal and rail compatibility and risk incentivising long-distance road transport at the expense of more sustainable transport modes, notably rail.
29a		<i>(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 facilitate the use and uptake of zero-emission trailers and semi-trailers.</i>		We support the European Parliament position. Strengthening EU type-approval requirements to ensure that new heavy-duty vehicles and vehicle combinations remain compatible with combined transport operations is essential to safeguard intermodality and prevent structural disadvantages for rail freight. Such requirements should ensure that vehicle design choices do not undermine craneability, terminal handling or rail interoperability, while also facilitating the uptake of zero-emission trailers and semi-trailers.

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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 96/53/EC, it is desirable that the Commission establishes a uniform user-friendly reporting format.	(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 96/53/EC, it is desirable that the Commission establishes a uniform user-friendly reporting format.	(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, <del>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.</del> 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 96/53/EC, it is desirable that the Commission establishes a uniform user-friendly reporting format.	We support the Commission and European Parliament positions and regret the deletion in the Council text. The removal of the explicit reference to monitoring the deployment and use of enforcement tools and to assessing the operational, safety and environmental impacts of heavier and longer vehicles, including modular vehicle combinations, weakens the ability to properly evaluate their effects. Such targeted monitoring is essential to identify risks to road safety, infrastructure and modal balance, and to prevent unintended negative impacts on more sustainable transport modes, notably rail.
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, <del>and</del> provided that road safety is not thereby jeopardised <i>and its possible renewal should be conditional upon the persistence of the crisis.</i>	(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.	We support the European Parliament position. Emergency derogations allowing temporary exceedance of weight and dimension limits should be strictly limited in time, clearly linked to the persistence of a defined crisis and applied only where the public interest requires it. Clear safeguards are necessary to avoid the use of emergency clauses as a de facto permanent relaxation, which could distort competition and negatively affect more sustainable transport modes, notably rail.
32	(22) In order to ensure that the monitoring systems to be set up by the Member States for assessing the impacts of EMS and trials comply with minimum harmonised requirements, the power to adopt acts in accordance	(22) In order to ensure that the monitoring systems to be set up by the Member States for assessing the impacts of EMS and trials comply with minimum harmonised requirements, the power to adopt acts in accordance with Article 290	<del>deleted</del>	We support the Commission and European Parliament positions and oppose the Council position. Harmonised monitoring requirements and common

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	<p>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<sup>1</sup>. 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 groups dealing with the preparation of delegated acts.</p> <p><sup>1</sup>. OJ L 123, 12.5.2016, p. 1.</p>	<p>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<sup>1</sup>. 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 groups dealing with the preparation of delegated acts.</p> <p><sup>1</sup>. OJ L 123, 12.5.2016, p. 1</p>		<p>performance indicators for EMS and trials are essential to ensure comparable, transparent and evidence-based assessment of impacts on road safety, infrastructure and modal balance. Deleting the Commission's empowerment to define minimum datasets would weaken oversight and reduce the ability to identify and address negative effects on more sustainable transport modes, notably rail.</p>
33a		<p><i>(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 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</i></p>		<p>We support the European Parliament position. Regular, comprehensive evaluation of the Directive, including its impacts on modal shift, intermodal transport, road safety and infrastructure, is essential to ensure that measures supporting zero-emission road vehicles do not undermine the competitiveness of more sustainable transport modes, notably rail. Linking these assessments to the possibility of legislative revision is necessary to enable timely corrective action where unintended negative impacts are identified.</p>

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		<i>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.</i>		
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.	<i>deleted</i>	We support the Council position to delete this recital. Any amendments or extensions to the scope of the eFTI Regulation should be addressed under the Combined Transport Directive, where provisions on proving the intermodal nature of transport operations belong from a legal and systemic perspective. Introducing such links via the Weights and Dimensions Directive risks undermining legislative coherence and legal certainty.
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.'	

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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 weights or dimensions laid down in Annex I,;	‘ — ‘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 weights or dimensions laid down in Annex I,;	‘ — ‘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 weights or dimensions laid down in Annex I,;	We oppose the definition as proposed by the Commission, the European Parliament and the Council.  We consider that the definition of European Modular Systems must explicitly ensure compatibility with combined and intermodal transport, notably rail.
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’;	We support the Commission, European Parliament and Council positions. We strongly support aligning the definition of intermodal transport operations with Council Directive 92/106/EEC. Maintaining a single, consistent definition across EU legislation is essential to ensure legal certainty, safeguard genuine combined transport operations and prevent a dilution of intermodal incentives that could otherwise lead to a shift from sustainable transport modes, notably rail, to road.
65	(g) the following definition is inserted after the definition of ‘shipper’:	(g) the following definition is inserted after the definition of ‘shipper’:	<i>deleted</i>	
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* ,’;	<i>deleted</i>	We support the Council position and oppose the Commission and European Parliament positions.  We consider that the introduction of a definition of “eFTI Platform” in the Weights and Dimensions Directive is inappropriate. Provisions related to the digital proof of the intermodal nature of transport operations should be addressed exclusively under the Combined Transport Directive, where they belong.

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67	_____	_____	<i>deleted</i>	
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).';	<i>deleted</i>	
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:	
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.;	We support the Commission, European Parliament and Council positions. By explicitly extending the prohibition of normal circulation to vehicles and vehicle combinations used in international transport that do not comply with Annex I, this amendment closes an important legal gap in the current Directive. It strengthens legal clarity and enforcement in cross-border traffic, prevents the spill-over of national derogations into international operations, and helps avoid competitive distortions and an unintended modal shift from more sustainable transport modes, notably rail.
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 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.	‘ 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 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.	‘ 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 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.	We support the Commission, European Parliament and Council positions. We welcome the clarification that vehicles or vehicle combinations exceeding the maximum authorised weights and/or dimensions may circulate only on the basis of special permits or equivalent case-by-case arrangements and exclusively for indivisible loads.
78	Member States shall ensure that the procedure for obtaining permits or similar	Member States shall ensure that the procedure for obtaining permits or similar	Member States shall ensure that the procedure for obtaining permits or similar	

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	arrangements for the transport of indivisible loads is smooth, efficient and non-discriminatory, by minimising administrative burdens and avoiding unnecessary delays.	arrangements for the transport of indivisible loads is smooth, efficient and non-discriminatory, by <i>providing an EU common standard application form and by</i> minimising administrative burdens and avoiding unnecessary delays.	arrangements for the transport of indivisible loads is smooth, efficient and non-discriminatory, by minimising administrative burdens and avoiding unnecessary delays.	
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 text. Member States shall not impose language requirements related to the transport of indivisible loads.	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 <i>issue the permits or similar arrangements in an electronic format and cooperate to further harmonise the permit issuing deadlines. Member States shall also</i> cooperate to avoid the multiplicity of vehicle markings and signalling, and to favour the use of pictograms over text. <i>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.</i> Member States shall not impose language requirements related to the <i>drivers of</i> transport of indivisible loads.	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 text. Member States shall not impose an obligation on the driver to possess knowledge of the official language <del>requirements related to the transport of indivisible loads</del> (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.	
79a		<i>Member States shall ensure that the vehicles carrying indivisible loads display the EU label set out in Article 10ca.</i>		
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 deviating from those laid down in points 1.1, 1.2, 1.4 to 1.8, 4.2 and 4.4 of Annex I.	4. Member States may allow vehicles or vehicle combinations used for transport which carry out certain national <i>or international</i> transport operations that do not significantly affect international competition in the transport sector to circulate in their territory with <i>weights or</i> 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.	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 weights or dimensions deviating from those laid down in <del>points 1.1, 1.2, 1.4 to 1.8, 4.2 and 4.4</del> sections 1, 2 and 4 of Annex I.	
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,	(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,	(a) the transport operations are carried out in a Member State's territory by <del>specialized</del> specialised vehicles or <del>specialized</del> specialised vehicle combinations in circumstances in which they are not normally carried out by vehicles from other Member States, <del>e.g.</del>	We support the Commission and Parliament position, subject to a strict and narrow interpretation, and oppose any broadening beyond clearly localised cases.

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	e.g. operations linked to logging and the forestry industry;	e.g. operations linked to logging and the forestry industry;	<del>operations linked to logging and the forestry industry;</del>	<p>We can accept this clarification only insofar as it is strictly limited to genuinely local and specialised national transport operations (e.g. forestry or logging) that are structurally non-contestable across borders. Such derogations must remain exceptional and must not create indirect pathways for wider national or cross-border circulation of heavier or longer vehicles.</p> <p>In addition, we underline that any use of this provision must not undermine the competitiveness of rail and combined transport, nor introduce vehicle combinations that are operationally incompatible with intermodal transport chains or terminal infrastructure. The criteria should therefore be interpreted narrowly and applied in a way that prevents regulatory leakage and unintended modal shift from rail to road.</p>
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 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.	(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 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.	(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 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.	We oppose the Commission, European Parliament and Council positions. Linking national derogations to an obligation to permit the circulation of European Modular Systems (EMS) creates an automatic expansion of longer and heavier vehicles, undermines Member States' control, and risks negative impacts on infrastructure, road safety and rail and intermodal competitiveness.
84	(c) the following paragraph 4a is inserted:	(c) the following paragraph 4a is inserted:	(c) the following paragraph 4aa and 4a are <del>4a is</del> inserted:	
84a			4aa Member States may allow articulated vehicles used for shuttle transport in national or international	We oppose the Council position. Allowing additional vehicle length for shuttle transport,

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			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.	including in international traffic, risks undermining rail and intermodal transport by increasing the competitiveness of road haulage on longer distances and should not be introduced without strict limitations and safeguards for intermodal compatibility.
85	4a. Member States may allow the circulation in their territories in national and international traffic of European Modular Systems subject to all of the following conditions:	4a. Member States may allow the circulation in their territories in national and international traffic of European Modular Systems subject to all of the following conditions:	4a. Member States may allow the circulation in their territories in national and international traffic of European Modular Systems subject to all of the following conditions:	<p>We oppose the Commission, European Parliament and Council positions.</p> <p>We are still opposed to the circulation of European Modular Systems (EMS), in particular in international traffic.</p>
85a		<i>(-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;</i>		<p>We support the European Parliament approach.</p> <p>If such vehicles were authorised, a mandatory prior impact assessment should be carried out for new EMS routes, including impacts on road safety, infrastructure, modal cooperation and modal split, with public availability. These prior assessments must be carried out in accordance with a common methodology defined by delegated acts adopted by the European Commission.</p> <p>Additionally to the impact assessment, there should be a national information portal, a monitoring system, minimum requirements for drivers, notification to the Commission and rules for the trial period. This is absolutely needed to evaluate the risks for the road infrastructure, for the road safety and for modal shift. We oppose the exemption for already established EMS routes and consider that all EMS routes should be subject to assessment and monitoring,</p>

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				to avoid entrenched negative impacts on rail and intermodal transport.
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 European Modular Systems in their territories;	(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 European Modular Systems in their territories;	(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 European Modular Systems in their territories;	We support the positions of the European Commission, the EU Parliament and the Council, if those EMS vehicles would be accepted. However, we would like to highlight, that while transparency is welcome, publishing EMS weight and dimension limits does not mitigate the fundamental risks of EMS deployment. We remain opposed to the cross-border circulation of EMS due to safety, infrastructure and modal shift risks and stresses that transparency measures cannot substitute for restrictions or safeguards preventing negative impacts on rail and intermodal transport.
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;	We support the positions of the European Commission, the EU Parliament and the Council, if those EMS vehicles would be accepted.. Making EMS routes publicly available does not address the core concern: We remain opposed to the cross-border circulation of EMS as such, due to risks for road safety, infrastructure integrity and modal shift from rail and intermodal transport. Transparency on EMS routes cannot legitimise or compensate for these negative impacts.
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;	We oppose the Commission, European Parliament and Council positions. This provision structurally incentivises cross-border expansion of EMS by requiring network connectivity once neighbouring Member States allow EMS nationally.

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				Any cross-border EMS connectivity should remain strictly optional and subject to explicit safeguards, including demonstrated compatibility with intermodal transport and absence of adverse modal shift
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 environmental impacts of European Modular Systems on the transport system, including the impacts on modal split.	(d) the Member States shall <del>set</del> establish a monitoring system <del>and assess the</del> impact of European Modular Systems on road safety, on the road infrastructure, on modal cooperation, <i>on traffic volumes</i> , as well as the environmental impacts of European Modular Systems on the transport system, including the impacts on modal split, <i>taking into account the prior assessment performed under point (-a)</i> ;	<del>deleted</del>	We oppose the Council position and support strong mandatory monitoring requirements (EP approach). Robust, harmonised monitoring of EMS impacts — including modal split and intermodal cooperation — is indispensable and must be maintained as a minimum condition where EMS are allowed.
89a		<i>(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.</i>		We support the European Parliament position. It prescribes the introduction of strong ex ante safeguards, including mandatory impact assessments and preventive measures, as a minimum requirement to address risks to road safety, infrastructure, intermodal transport and modal shift should EMS be allowed.
89b		<i>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.</i>		We support the European Parliament position. It supports proportionate driver qualification or certification requirements as an additional safeguard, provided they are non-discriminatory and mutually recognised, to mitigate safety and operational risks should EMS be allowed.
90	Whenever a Member State allows, pursuant to this paragraph, the circulation of European Modular 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	Whenever a Member State allows, pursuant to this paragraph, the circulation of European Modular 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	Whenever a Member State allows, pursuant to this paragraph, the circulation of European Modular 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 <del>do not exceed the</del> comply with national conditions including maximum	We oppose the Commission, European Parliament and Council positions. This provision creates a de facto obligation to allow international circulation of European Modular Systems once permitted nationally, competitiveness.

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	European Modular Systems in national traffic.	weights and dimensions set for European Modular Systems in national traffic.	weights and dimensions set for European Modular Systems in national traffic.	We reject any automatic or quasi-automatic cross-border circulation of EMS.
91	Member States shall inform the Commission in case they allow the circulation in their territories of European Modular Systems.;	Member States shall <del>inform</del> notify the Commission in case they allow the circulation in their territories of European Modular Systems <i>and inform it how they fulfil the conditions set out in points (-a) to (da) of this paragraph.;</i> <i>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 Commission recommendations and responses by the Member State shall be made publicly available.</i>	Member States shall inform the Commission in case they allow the circulation in their territories of European Modular Systems.;	We oppose the Commission and Council positions, and support the European Parliament position. It supports stronger transparency, notification and oversight requirements, including Commission scrutiny and public reporting, as a minimum safeguard to limit risks to road safety, infrastructure, intermodal transport and modal shift if EMS are allowed by Member States.
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 <i>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 a significant impact on intermodal competition in the transportation industry as a whole.</i> In particular, trials with European Modular Systems shall be allowed for a maximum of five years <i>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.</i> 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. In particular, trials with European Modular Systems shall be allowed for a maximum of <del>five</del> seven years. The number of trials shall not be limited. Member States shall inform the Commission thereof.	We oppose the Commission and Council positions and support the European Parliament position.  We are against unlimited and weakly conditioned trials of European Modular Systems, as these risk becoming de facto permanent deployment and undermining rail and intermodal transport.  We support strict time limits, non-renewability or very limited renewal, and strong ex ante conditions, including proof of necessity, no viable alternative with comparable safety and environmental performance, and no negative impact on intermodal competition.

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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.;	<i>deleted</i>	We oppose the Council position and support the Commission and European Parliament positions. Mandatory monitoring and impact assessment of trials are essential to prevent EMS trials from causing negative effects on road safety, infrastructure and modal split, and to ensure transparency and evidence-based decision-making, particularly given the risks for rail and intermodal transport.
95	(e) the following paragraph 5a is inserted:	(e) the following paragraph 5a is inserted:	<i>deleted</i>	
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 <i>prior assessments and</i> monitoring systems set up by the Member States as referred to in paragraphs 4a, <del>point</del> <i>points (-a)</i> and (d), and 5 of this Article.;	<i>deleted</i>	We oppose the Council position and support the European Parliament position. Common EU-level minimum data sets and performance indicators for prior assessments and monitoring are necessary to ensure comparability, transparency and credibility of EMS impact assessments and to prevent fragmented national approaches that could mask negative effects on road safety, infrastructure and modal split to the detriment of rail and intermodal transport..
100	1. Member States shall establish and manage an electronic information and communications system with at least the following 'one-stop-shop' functions:	1. Member States shall establish and manage an electronic information and communications system with at least the following 'one-stop-shop' functions:	1. Member States shall establish and manage an electronic information and communications system with at least the following 'one-stop-shop' functions:	
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;	
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	(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	(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	

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	information to plan their routes in a clear, accessible, and transparent manner;	information to plan their routes in a clear, accessible, and transparent manner;	information to plan their routes in a clear, accessible, and transparent manner;	
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;	
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.	
103a		<i>(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.</i>		
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.	
103c		<i>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</i>		We support the position of the Parliament. We support the creation of a central European information portal to complement NAPs by offering a single, harmonised interface to inform cross-border operators on the constraints imposed by each Member State. This portal should aggregate data from all NAPs, enforce common technical standards, and guarantee interoperability across Member States, and could later be extended to incorporate the CTD-related national rules as well.
104	2. The Commission may adopt implementing acts establishing a	2. The Commission <del>may</del> shall adopt implementing acts establishing <del>a</del> an EU	2. The Commission may adopt implementing acts establishing a	

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	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 accordance with the examination procedure referred to in Article 10i(2).	common standard <i>permit</i> application form and harmonising the rules and procedures, <i>including regarding the necessary vehicle registration information</i> , for the issuing, <i>including in digital format</i> , of national permits or similar arrangements referred to in paragraph 1 of this Article and in Article 4(3), <i>as well as harmonising the relevant rules for escorting transport of indivisible loads</i> . Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 10i(2).	<del>common standard</del> 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 Article 4(3). Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 10i(2).	
105	Article 4b			
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 have a maximum authorised weight exceeding 44 tonnes.	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 have a maximum authorised weight exceeding 44 tonnes.	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 <del>points 2.2.1 or 2.2.2</del> 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, <del>provided that such</del> where those vehicle combinations <del>do not have a maximum authorised weight exceeding 44 tonnes</del> include zero-emission motor vehicles or where those vehicle combinations are involved in an intermodal transport operation.	We oppose the Commission and European Parliament positions and support the Council position. We are against any automatic or mandatory cross-border circulation of 44-tonne vehicle combinations. Any cross-border allowance must be strictly limited to zero-emission vehicles covering the entire vehicle combination (i.e. excluding hybrid configurations such as ICE tractors coupled with electrified trailers) and genuine intermodal transport operations.
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.	<del>deleted</del>	We support the Commission and European Parliament positions. We welcome the possibility of a broad intermodal derogation allowing weights above 44 t. Any limited deviations should, at most, be strictly confined to zero-emission vehicles, proportionate to the additional battery or technology weight, and must not create new incentives for heavier long-distance road transport that would undermine rail and genuine combined transport.

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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.';	<i>deleted</i>	We support the Council position (deletion) and oppose the Commission and European Parliament positions. We reject setting a fixed end date (31 December 2034) for the application of this Article, as it would implicitly legitimise a prolonged EU-level framework for heavier road vehicle circulation, including combustion vehicles. Removing the sunset clause safeguards rail freight and intermodal transport against structural reverse modal shift.
118a		<i>(aa) paragraph 4 is replaced by the following:</i>		
118b		<i>4. Vehicles carrying proof of compliance shall be subject:</i>		
118c		<i>- as regards common standards on weights, to random checks,</i>		We support the European Parliament position, as it explicitly preserves minimum enforcement requirements already contained in the current Directive. However, in view of the increasing circulation of heavier and longer vehicles, we consider that enforcement will need to be further strengthened over time, notably through continuous and reliable on-board weighing and monitoring solutions.
118d		<i>- as regards common standards on dimensions, to checks where there is a suspicion of non-compliance with this Directive.</i>		We support the European Parliament position, as it explicitly preserves minimum enforcement requirements already contained in the current Directive.
121	(c) the following paragraph 7 is added:	(c) the following paragraph 7 is added:	<i>deleted</i>	
122	7. For a transport operation to qualify as an intermodal transport operations for the purpose of this directive, the shipper	7. For a transport operation to qualify as an intermodal transport operations for the purpose of this directive, the shipper or, if	<i>deleted</i>	We support the Council position (deletion).

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	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 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.	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 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.		The building blocks for the creation of a European eFTI infrastructure have not been finalised yet and given the complexity of digitalising the definition of the 92/106/ECC directive, it would be too risky to mention eFTI as a means of compliance for the Weights and Dimensions Directive at this stage.
122a			(5a) Article 7 is replaced by the following:	
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.	We support the Council position. Explicitly safeguarding Member States’ right to apply infrastructure- and safety-based restrictions is essential to protect road infrastructure, ensure safe operations and prevent unintended spill-over effects from heavier or longer vehicles, including risks of modal shift away from rail and intermodal transport.
122c			This includes the possibility to impose local restrictions on 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.	We support the Council position. Explicitly enabling local, infrastructure-based restrictions is essential to ensure road safety, protect sensitive areas and avoid unintended expansion of long and heavy vehicles, including EMS, with potential negative impacts on intermodal transport and rail.
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. 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. 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	

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	1.1 of Annex I to this Directive, to allow the addition of 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.	1.1 of Annex I to this Directive, to allow the addition of 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.	<del>point</del> sub-section 1.1 of Annex I to this Directive, to allow the addition of such devices to the rear of vehicles or vehicle combinations. Vehicles or vehicle combinations equipped with such devices shall comply with <del>point</del> 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.	
128	(7) the following Article 8c is inserted:	(7) the following Article 8c is inserted:	(7) the following Article 8c is inserted:	
129	Article 8c	Article 8c	Article 8c	
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 <del>with open bodies</del> 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 <del>authorised</del> load supports, such as extendable rear load supports.	Vehicle transporters with open bodies may exceed the maximum lengths laid down in <del>point</del> sub-section 1.1 of Annex I while loaded, up to a total of 20,75 meters, using authorised load supports.	We oppose the Commission, European Parliament and Council positions. While recognising the operational specificity of vehicle transporters, We are concerned that allowing additional length for loaded vehicle transporters further incentivises longer road vehicles without sufficient safeguards. Such measures risk undermining rail and intermodal vehicle transport solutions and may contribute to modal shift to road. If maintained, any length extension should be strictly limited, clearly justified, and assessed for its impacts on rail competitiveness, intermodal interoperability and infrastructure compatibility.
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 <del>overhang or</del> load support of vehicle transporters may not protrude in relation to the <del>overhanging</del> load. The load may protrude in front of the towing vehicle up to a maximum of 0,5 meters, provided that <del>all of the axles</del> <del>the first axle</del> of the transported vehicle <del>rests</del> rest on the <del>trailer</del> vehicle structure. The load may protrude from behind up to a maximum of 1,5 meters, provided that <del>at the most one</del> <del>the last</del> axle of the transported vehicle rests on the <del>trailer structure</del> 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 <del>0,5</del> 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 <del>1,5</del> 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 protrude beyond the load support.;	We oppose the Commission, European Parliament and Council positions on this provision. While the text introduces technical safeguards on overhang and axle positioning, it operationalises and further facilitates the use of longer vehicle transporters on the road. This reinforces a new road-specific derogation that did not exist under the old directive and risks undermining rail-based and intermodal vehicle transport. We therefore considers that such detailed technical allowances go beyond safety clarification and contribute to a structural advantage for road transport, without sufficient consideration of impacts on modal shift and intermodal competitiveness.

	Commission Proposal	EP Mandate	Council Mandate	Comments of the sector
134	<p>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 in an increase in the load capacity of those vehicles.</p>	<p>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 <i>and</i>, safety performance <i>and driver comfort</i>. 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 in an increase in the load capacity of those vehicles.</p>	<p>1. Vehicles or vehicle combinations which comply with Regulation (EU) 2018/858 may exceed the maximum lengths laid down in <del>point</del>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 <del>point</del>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 load capacity of those vehicles.</p>	<p>We support the Commission, European Parliament and Council positions only insofar as the length exceedances are strictly limited to zero-emission technologies and clearly defined aerodynamic and safety improvements. We consider this acceptable because the provision explicitly excludes any increase in loading or payload capacity and therefore does not affect intermodal competition or modal split. We underline that these safeguards must be strictly preserved and that any future interpretation or implementation must not allow increased road freight capacity or advantages for conventional combustion vehicles.</p>
139	<p>1. The maximum authorised weights and axle weights of alternatively fuelled or zero-emission vehicles shall be those set out in points 2.2., 2.3, 2.4, 3.4.2 and 3.4.3 of Annex I.</p>	<p>1. The maximum authorised weights and axle weights of alternatively fuelled or zero-emission vehicles shall be those set out in points 2.2., 2.3, 2.4, 3.4.2 and 3.4.3 of Annex I.</p>	<p>1. The maximum authorised <del>weights and axle</del> weights of alternatively fuelled or zero-emission vehicles shall be those set out in <del>points 2.2.</del>sub-sections 2.2, 2.3, <del>2.4, 3.4.2 and 3.4.3</del> and 2.4 of Annex I.</p>	<p>We support the three positions. It should be however clearly stated that this can only encompass the extra weight of the technology. Therefore, in the case of lighter technologies, the difference shall not be used to improve loading capacity.</p>
140	<p>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.</p>	<p>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.</p>	<p>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.</p>	
141	<p>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</p>	<p>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</p>	<p>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</p>	

	Commission Proposal	EP Mandate	Council Mandate	Comments of the sector
	Member States' experts, before adopting those delegated acts.'	Member States' experts, before adopting those delegated acts.'	Member States' experts, before adopting those delegated acts.'	
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, <del>with a maximum of 90 cm,</del> 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 <del>lengths</del> length laid down in <del>point</del> sub-section 1.1 of Annex I for <del>zero-emission</del> articulated vehicles <del>or vehicle combinations including,</del> 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 <del>90 cm</del> 0,90 meter, to allow the addition of such devices. Such zero-emission vehicles or vehicle combinations shall comply with <del>points</del> sub-sections 1.5 and <del>1.5a</del> 1.6 of Annex I to this Directive, and any exceeding of the maximum <del>lengths</del> length shall not result in an increase in the loading length of those <del>vehicles or</del> vehicle combinations, in order to ensure the compatibility of <del>trailers and semi-trailers</del> with the requirements for intermodal transport operations.	We support the Council position, as it limits any length derogation strictly to zero-emission vehicles and maintains a defined maximum extension, thereby safeguarding legal certainty and trying to increase interoperability with intermodal transport. We oppose the European Parliament position, which removes the explicit 90 cm cap and risks uncontrolled length increases that could undermine trailer compatibility, terminal operations and modal shift objectives. We would like to highlight that the proposed 90cm-extra length is already impacting intermodal compatibility negatively.
143	The additional length required by 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 length shall be indicated in the official proof required in accordance with Article 6.	The additional length required by 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 length shall be indicated in the official proof required in accordance with Article 6.	The additional length required by 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 length shall be indicated in the official proof required in accordance with Article 6.	
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 body in question is part of an intermodal transport operation.;	<i>In the case of vehicles or vehicle combinations engaged in an intermodal transport operation, the maximum <del>lengths</del>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, <del>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 body in question is part of an intermodal transport operation.</del> shall be of 13,50 m;</i>	The maximum lengths laid down in <del>point</del> sub-section 1.1 of Annex I, subject where applicable to <del>Article</del> Articles 9a(1) and 10b(2), and the maximum distance laid down in <del>point</del> sub-section 1.6 of Annex I, may be exceeded by <del>15 cm</del> 0,150 meters 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 body in question is part of an intermodal transport operation.;	We support Commission and Council positions. The intention of the Parliament to promote 48' foot container is not requested by the sector. It would lead to lower optimisation options for the intermodal wagons. <b>In the absence of clear evidence, we cannot support this provision and therefore oppose its inclusion.</b>

	Commission Proposal	EP Mandate	Council Mandate	Comments of the sector
146a		<i>(10a) the following Article 10ca is inserted:</i>		
146c		<i>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.</i>		We support the European Parliament's proposal to introduce a new article creating an EU safety label for EMS, while we remain opposed to the wider allowance of European Modular Systems (EMS) operations.
146d		<i>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.</i>		
146e		<i>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.</i>		
149	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 <del>identify</del> detect vehicles or vehicle combinations in circulation that <del>are likely to have exceeded</del> exceed the maximum authorised weight <del>and that should therefore be checked by their competent authorities</del> in order to ensure compliance with the requirements of this Directive, <del>including compliance with the requirements of special permits</del> . Those measures <del>may be taken with the aid of</del> shall include establishing automatic systems set up on the road infrastructure, <del>or by means of on-board weighing equipment installed in vehicles</del> ensuring as a minimum a deployment in accordance with <del>paragraph 4</del> Regulation (EU) 1315/2013*. Member States shall establish certified automatic systems along the core network in the trans-	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 <del>set up</del> installed on the road infrastructure, <del>or by means of on-board weighing equipment installed in vehicles</del> of the trans-European road transport network in accordance with <del>paragraph 4</del> Regulation (EU) 2024/1679*.	We support the Commission proposal and considers both the European Parliament and Council positions insufficient, as they delete or weaken the explicit role of on-board weighing and monitoring systems. Reliance primarily on roadside or infrastructure-based controls does not ensure continuous or uniform enforcement. We therefore call for the mandatory deployment of accurate on-board weighing systems, complemented by infrastructure-based controls, to ensure effective compliance, protect infrastructure, ensure fair competition and avoid incentives for circumvention that could negatively affect rail and intermodal transport.

	Commission Proposal	EP Mandate	Council Mandate	Comments of the sector
		<i>European road transport network defined in Regulation (EU) 1315/2013.</i>		
150	If a Member State chooses to set up automatic systems on the 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*.	<del>If a Member State chooses to set up</del> In addition to the use of automatic systems set up on the road infrastructure, <del>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*</del> 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.	<del>If a Member State chooses to set up</del> In addition to the use of automatic systems set up on the road infrastructure, <del>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*</del> 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.	We support Commission position to deploy automatic systems at least on the TEN-T networks.
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 identification purposes, they need not be certified.	Without prejudice to Union and national law, <del>where</del> Member States may use the certified automatic systems <del>are used to establish to impose penalties in respect of infringements of this Directive and to impose penalties, such</del> . Certified automatic systems shall be <del>certified</del> . <del>Where automatic systems are used only for identification purposes, they need not be certified</del> 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.	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 identification purposes, they need not be certified.	
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 transmitted may only be used by Member States to identify vehicles that	We support the Council position. Linking additional weight allowances for zero-emission vehicles to mandatory OBMM installation and remote weight data transmission is essential to ensure effective enforcement, prevent misuse of higher weights and protect rail and intermodal competitiveness.

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			may exceed maximum authorised weights.	
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.	
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).	
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 able to transmit weight data by remote communication.	
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 <del>at least six</del> appropriate number of checks <del>per one million vehicle-kilometres travelled by</del> 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. <del>The compliance checks shall include an appropriate number of checks performed at night time.;</del>	We support the Commission and European Parliament positions and oppose the Council position. Maintaining a clear, binding minimum threshold of checks per vehicle-kilometre during the day and at night is essential to ensure harmonised and effective enforcement across Member States.
155	* Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).	* Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).	* Regulation (EU) <del>No 1315/2013</del> 2024/1679 of the European Parliament and of the Council of <del>11 December 2013</del> 13 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 <del>Decision No 661/2010/EU (OJ L 348, 20.12.2013, p</del> Regulation (EU)	

	Commission Proposal	EP Mandate	Council Mandate	Comments of the sector
			No 1315/2013 (OJ L, 2024/1679, 28.6.2024).-1-;	
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 <del>shall</del> 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.’;	We support the Commission and European Parliament positions and oppose the Council position. Changing “shall” to “may” weakens enforceability and risks fragmented implementation of interoperability/compatibility rules across Member States; binding implementing acts are needed to ensure uniform conditions and protect intermodal/rail compatibility.
160	‘ Article 10da	‘ Article 10da	<del>deleted</del>	
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.	<del>deleted</del>	We support Commission and Parliament positions. We call for the implementation of Intelligent Access Policy (IAP) for Member States to regulate, monitor and ease the access by heavy-duty vehicles to specific roads or areas. It is essential that Member States retain full control over the deployment and circulation of heavy vehicles on their road networks.
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.	<del>deleted</del>	
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	2. <del>When a</del> Member <del>State implements IAP pursuant to paragraph 1, it</del> 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	<del>deleted</del>	

	Commission Proposal	EP Mandate	Council Mandate	Comments of the sector
	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**.	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**. <i>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.</i>		
164	3. When a Member State implements IAP schemes pursuant to paragraph 1, it shall:	3. When <del>a Member State implements</del> <i>implementing</i> IAP schemes pursuant to paragraph 1, <del>Member States shall:</del>	<i>deleted</i>	
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, <i>height</i> , technical specifications, and compliance with specific safety standards;	<i>deleted</i>	
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;	<i>deleted</i>	
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;	<i>deleted</i>	
167a		<i>(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.</i>		
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	<del>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</del>	<i>deleted</i>	

	Commission Proposal	EP Mandate	Council Mandate	Comments of the sector
	impede the smooth functioning of the internal market.	<del>impede the smooth functioning of the internal market.</del>		
169	_____	_____	<del>deleted</del>	
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).	<del>deleted</del>	
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).	<del>deleted</del>	
171a		<i>(12a) In Article 10e, the following new paragraph is added:</i>		
171b		<i>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.</i>		We support the European Parliament position and welcome proposal encouraging Member States to use revenues from penalties to support sustainable transport, in particular rail and intermodal transport, related infrastructure and smart enforcement systems.
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:	<del>deleted</del>	
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; ’	<del>deleted</del>	

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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), <del>and whether they are for identification purposes only</del> or certified for direct enforcement;	(c) the number <del>and location</del> 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;	
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,;	<del>deleted</del>	
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).	<del>deleted</del>	
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, <i>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</i> present a report to the European Parliament and the Council on the <del>implementation</del> compliance with requirements of this Directive, no later than <del>13</del> 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.	
186	(15) in Article 10h, paragraph 2 is replaced by the following:	(15) In Article 10h, <del>paragraph 2</del> <i>is</i> paragraphs 2, 3 and 5 are replaced by the following:	(15) in Article 10h, paragraph 2 is replaced by the following:	
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 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	2. The power to adopt delegated acts referred to in <del>Articles 4(5a) and 10b(1)</del> 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 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	2. The power to adopt delegated acts referred to in <del>Articles 4(5a) and</del> Article 10b(1) shall be conferred on the Commission for a period of <del>5</del> five years from [PO please insert date of entry into force of this Directive]. The Commission shall draw up a report in respect of the delegation of power not later than <del>9</del> nine months before the end of the <del>5-year</del> 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	

	Commission Proposal	EP Mandate	Council Mandate	Comments of the sector
	extension not later than 3 months before the end of each period.;	extension not later than 3 months before the end of each period.;	extension not later than <del>3</del> three months before the end of each period.;	
187a		<i>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.</i>		
187b		<i>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.</i>		
190	(17) Article 10j is deleted;	(17) Article 10j is <del>deleted</del> ;replaced by the following:	(17) Article 10j is deleted;	
190a		Article 10j		
190b		<i>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</i>		A report on the impact of this Directive, especially regarding its impact on the modal share of combined transport and rail operations is supported. In contrast, reviewing the sunset clause for the phase out of ICE trucks under 4b is not supported.

	Commission Proposal	EP Mandate	Council Mandate	Comments of the sector
		<p><i>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 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.</i></p>		
190c		<p><i>In addition, the report shall analyse the use of the Intelligent Access Policy (IAP) schemes in 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.</i></p>		<p>We support the European Parliament's position. We support the introduction of a strengthened review and reporting obligation by the Commission, as it improves transparency and evidence-based policymaking. We underline that the assessment of market developments must fully account for impacts on modal shift, intermodal competitiveness and rail freight, and not be limited to road-sector indicators. In particular, any analysis of enabling conditions for zero-emission vehicles and European Modular Systems must explicitly assess risks of modal shift from rail and combined transport and avoid creating implicit pressure to expand EMS circulation.</p>

	Commission Proposal	EP Mandate	Council Mandate	Comments of the sector
190d		<i>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.</i>		We support the position of the European Parliament to strengthen the evaluation and review clause and to foresee the possibility of a follow-up legislative proposal, provided that the assessment explicitly covers impacts on modal shift, intermodal competitiveness and rail freight, and ensures full coherence with related EU transport and climate legislation.
190e		<i>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.</i>		We support the position of the European Parliament to strengthen the evaluation and review clause and to foresee the possibility of a follow-up legislative proposal, provided that the assessment explicitly covers impacts on modal shift, intermodal competitiveness and rail freight, and ensures full coherence with related EU transport and climate legislation.
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. <i>This period may be renewed only where the crisis persists.</i>	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.	
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 <i>and on the dedicated European web portal referred to in Article 4a(1a).</i>	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.	
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	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	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	

	Commission Proposal	EP Mandate	Council Mandate	Comments of the sector
	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).	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).	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).	
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, and where the public interest requires urgent action to be taken.;	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, <i>including safety</i> , of the Union citizens, where the normal functioning of society is significantly disrupted, and where the public interest requires urgent action to be taken.;	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, and where the public interest requires urgent action to be taken.;	
196a			This Article shall apply without prejudice to specific legislation applicable for military transport in case of enhanced deterrence and preparedness.	
Article 2				
199	Article 2 Amendments to Regulation (EU) 2020/1056	Article 2 Amendments to Regulation (EU) 2020/1056	<i>deleted</i>	
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:	<i>deleted</i>	
201	‘ (vi) Article 6(7) of Council Directive 96/53/EC*;	‘ (vi) Article 6(7) of Council Directive 96/53/EC*;	<i>deleted</i>	
202	_____	_____	<i>deleted</i>	
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	* 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	<i>deleted</i>	

	Commission Proposal	EP Mandate	Council Mandate	Comments of the sector
	international traffic (OJ L 235, 17.9.1996, p. 59).	international traffic (OJ L 235, 17.9.1996, p. 59).		
204	Article 3 Transposition	Article 3 Transposition	Article 3 Transposition	
Article 3(1)				
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+ <del>2 years</del> <sup>1 year</sup> ] 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.	We support the positions of the European Commission and the Council, the transposition of the Directive shall be adopted by the Member States within the two years following the adoption of the Directive.

**ANNEX**

**MAXIMUM WEIGHTS AND DIMENSIONS AND RELATED CHARACTERISTICS OF VEHICLES**

	<b>EC Proposal</b>		<b>Council General Approach</b>		<b>European Parliament Report</b>		<b>Comments of the sector</b>
<b>1.</b>	Maximum authorised dimensions for the vehicles referred to in Article 1(1), point (a)		Maximum authorised dimensions for the vehicles referred to in Article 1(1), point (a)		Maximum authorised dimensions for the vehicles referred to in Article 1(1), point (a)		
<b>1.1</b>	<i>Maximum length</i>		<i>Maximum length</i>		<i>Maximum length</i>		
	— motor vehicle other than a bus	12,00 m	— motor vehicle other than a bus	12,00 m	— motor vehicle other than a bus	12,00 m	
	— trailer	12,00 m	— trailer	12,00 m	— trailer	12,00 m	
	— articulated vehicle	16,50 m	— articulated vehicle	16,50 m	— articulated vehicle	16,50 m	
	— road train	18,75 m	— road train	18,75 m	— road train	18,75 m	
	— articulated bus	18,75 m	— articulated bus	18,75 m	— articulated bus <u>with three axles</u>	18,75 m	
					<u>— articulated bus with four axles</u>	<u>21,00 m</u>	
	— bus with two axles	13,50 m	— bus with two axles	13,50 m	— bus with two axles	13,50 m	
	— bus with more than two axles	15,00 m	— bus with more than two axles	15,00 m	— bus with more than two axles	15,00 m	
	— bus + trailer	18,75 m	— bus + trailer	18,75 m	— bus + trailer	18,75 m	
			<b>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.</b>				We support the Council's position to provide additional space to accommodate alternative fuels and electric batteries.
<b>1.2</b>	<i>Maximum width</i>		<i>Maximum width</i>		<i>Maximum width</i>		
	(a) all vehicles except the vehicles referred to in point (b)	2,55 m	(a) all vehicles except vehicles referred to in point (b)	2,55 m	(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	(b) superstructures of conditioned vehicles or conditioned containers or swap bodies transported by vehicles	2,60 m	(b) superstructures of conditioned vehicles or conditioned containers or swap bodies transported by vehicles	2,60 m	
<b>1.3</b>	<i>Maximum height</i>		<i>Maximum height</i>		<i>Maximum height</i>		
	— any vehicle	4,00 m	— any vehicle	4,00 m	— any vehicle	4,00 m	
	<u>— vehicles or vehicle combinations carrying in intermodal transport one or more containers with a standard external height of 9' 6" (high-cube containers)</u>	<u>4,30 m</u>	<u>— 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</u>	<u>4,30 m</u>	— 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	We support the Council's position to remove this additional feature, which is presented as promoting the use of high cube containers. A technical solution already exists: road chassis equipped with a gooseneck tunnel have been specifically designed to accommodate high cube containers within the 4m height requirement. This solution has been in place for many years and is widely implemented in practice. In fact, high cube containers are already used extensively in intermodal freight transport operations, demonstrating that no additional regulatory incentive or design feature is required to encourage their uptake.  In this sense, we would like to highlight that the additional 30 cm granted to vehicles or vehicle combinations used for intermodal transport does not provide practical operational benefits. The Directive should therefore establish a standard maximum height of 4.00 m applicable to all vehicles. In this context, we support the Council General Approach, while opposing

							the positions put forward by the European Parliament and the European Commission.
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.		Removable superstructures and standardised freight items such as containers are included in the dimensions specified in sub-sections 1.1, 1.2, 1.3, 1.6, 1.7, 1.8 and 4.4.		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.		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 sub-section 1.1.		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		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.		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		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 sub-section 1.5, no part of it shall move outside of that vertical plane by more than 0,60 m.		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	Maximum distance between the axis of the fifth-wheel king pin and the rear of a semi-trailer.	12,00	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	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	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	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	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.	<i>Maximum authorised vehicle weight</i>		<i>Maximum authorised vehicle weight</i>		<i>Maximum authorised vehicle weight</i>		
2.1	<i>Vehicles forming part of a vehicle combination</i>		<i>Vehicles forming part of a vehicle combination</i>		<i>Vehicles forming part of a vehicle combination</i>		
2.1.1	Two-axle trailer	18 tonnes	Two-axle trailer	18 tonnes	Two-axle trailer	18 tonnes	
2.1.2	Three-axle trailer	24 tonnes	Three-axle trailer	24 tonnes	Three-axle trailer	24 tonnes	
2.2	<i>Vehicle combinations</i>		<i>Vehicle combinations</i>		<i>Vehicle combinations</i>		
2.2.1	Road trains with five or six axles		Road trains with five or six axles		Road trains with five or six axles		
	(a) two-axle motor vehicle with three-axle trailer	40 tonnes	(a) two-axle motor vehicle with three-axle trailer <b>or three-axle motor vehicles with two-axle trailers</b>	40 tonnes	(a) two-axle motor vehicle with three-axle trailer	40 tonnes	
	(b) three-axle motor vehicle with two or three-axle trailer	40 tonnes	(b) three-axle motor vehicle with <b>three-axle trailer</b>	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		Articulated vehicles with five or six axles		Articulated vehicles with five or six axles		
	(a) two-axle motor vehicle with three-axle semi-trailer	40 tonnes	(a) two-axle motor vehicle with three-axle semi-trailer <u>or three-axle motor vehicles with two-axle semi-trailers</u>	40 tonnes	(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	(b) three-axle motor vehicle with <u>three-axle semi-trailer</u>	40 tonnes	(b) three-axle motor vehicle with two or three-axle semi-trailer	40 tonnes	
	<u>(c) two-axle motor vehicle with three-axle semi-trailer involved in intermodal transport operations</u>	<u>42 tonnes</u>	(c) two-axle motor vehicle with three-axle semi-trailer <u>or three-axle motor vehicles with two-axle semi-trailers</u> involved in intermodal transport operations	42 tonnes	(c) two-axle motor vehicle with three axle semi-trailer involved in intermodal transport operations	<del>42</del> <u>44 tonnes</u>	We support Council position to harmonise the maximum authorised weights in intermodal transport operations to 44 tonnes for two- or three-axle-motor motor vehicle combined with two- or three-axle semi-trailer.  It should also be clarified that this weight applies equally to road trailers transporting swap bodies or container, ensuring consistency across different types of intermodal loading units and avoiding unintended distortions in the market. The Council approach takes a more nuanced approach to allowing vehicles with a maximum weight of up to 44 tonnes, notably by limiting the additional weight allowance for zero-emission vehicles (ZEVs) — i.e. the extra 2 tonnes on top of the existing 2-tonne allowance — to three-axle motor vehicles. We therefore oppose the broader approaches put forward by the European Parliament and the European Commission, which foresee less targeted weight increases. We underline that any weight allowance must preserve a clear and economically meaningful differentiation between genuine combined transport operations and purely road freight operations. The same loading capacity should be ensured between the different possible vehicle combinations in intermodal operations, in particular for the transport of containers and swap bodies.
	<u>(d) three-axle motor vehicle with two- or three-axle semi-trailer involved in intermodal transport operations</u>	<u>44 tonnes</u>	(d) three-axle motor vehicle with <del>two- or</del> three-axle semi-trailer involved in intermodal transport operations	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	Road trains with four axles consisting of a two-axle motor vehicle and a two-axle trailer	36 tonnes	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:		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 is:		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	equal to or greater than 1,3 m <u>and less than or equal to 1,80 m (1,30 ≤ d ≤ 1,80)</u>	36 tonnes	is 1,3 m or greater but not more than 1,8 m	36 tonnes	
2.2.4.2	is greater than 1,8 m <b>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</b>	36 tonnes	greater than 1,80 m (1,80 m < d) 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	36 tonnes	is greater than 1,8 m 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	36 tonnes	

	authorised weight provided for in point 2.2.4.2 shall be increased by 2 tonnes.		provided for in point 2.2.4.2 shall be increased by 2 tonnes.		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 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 alternatively fuelled <b>motor</b> vehicles other than zero-emission <b>motor</b> 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 motor vehicles the maximum authorised weights provided for in points 2.2.1 (b) and 2.2.2 (b) of sub-section 2.2 shall be increased by 4 tonnes.		In the case of vehicle combinations including zero-emission <b>motor</b> vehicles the maximum authorised weights provided for in Sub-section 2.2.1 and 2.2.2 shall be increased by 4 tonnes.		We support the Commissions and the Parliament's position to increase the authorised weight by 4 tonnes for all vehicle combinations including zero emissions, including those used in intermodal operations.  An increasing number of BEVs are being deployed for pre- and post-road haulage legs in intermodal transport. This additional weight allowance would enable multiple deliveries and pick-ups without the need for intermediate charging.  The weight allowance should ensure payload parity with diesel-powered vehicles; any future weight savings from lighter technologies should be prohibited from being used to increase payload.
	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.		In the case of vehicle combinations including zero-emission motor vehicles the maximum authorised weights provided for in 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.		In the case of vehicle combinations including zero-emission <b>motor</b> vehicles the maximum authorised weights provided for in in Sub-section 2.2.3 and 2.2.4 shall be increased by 2 tonnes.		
					<b><u>In the case of vehicle combinations including trailers or semi-trailers with zero-emission technology the maximum authorised weights provided for in Sub-section 2.2.1, 2.2.2, 2.2.3 and 2.2.4 shall be increased by 2 tonnes.</u></b>		
					<b><u>When more than one of the increases for vehicle combinations set out above apply to a single vehicle combination, those increases shall apply cumulatively.</u></b>		
<b>2.3</b>	<i>Motor vehicles</i>		<i>Motor vehicles</i>		<i>Motor vehicles</i>		
<b>2.3.1</b>	Two-axle motor vehicles other than buses:	18 tonnes	Two-axle motor vehicles other than buses	18 tonnes	Two-axle motor vehicles other than buses:	18 tonnes	
<b>2.3.2</b>	<b><u>Two-axle buses:</u></b>	<b><u>19,50 tonnes</u></b>	Two-axle buses	19,50 tonnes	two-axle buses:	19,5 tonnes	
<b>2.3.3</b>	<b><u>Three-axle motor vehicles:</u></b>	<b><u>25 tonnes</u></b>	Three-axle motor vehicles	25 tonnes	Three-axle motor vehicles:	25 tonnes	
<b>2.3.4</b>	<b><u>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</u></b>	<b><u>26 tonnes</u></b>	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	26 tonnes	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	26 tonnes	

	<u>axle is fitted with twin tyres and the maximum weight of each axle does not exceed 9,5 tonnes.</u>		fitted with twin tyres and the maximum weight of each axle does not exceed 9,50 tonnes.		fitted with twin tyres and the maximum weight of each axle does not exceed 9,5 tonnes.		
2.3.5	<u>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</u>	<b>32 tonnes</b>	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 9,50 tonnes.	32 tonnes	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	<u>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.</u>	<b>40 tonnes</b>	Five-axle motor vehicles with <b>at least two steering axles and at least with one driving axle fitted</b> 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 9,50 tonnes.	<b>34 tonnes</b>	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	
	<u>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.</u>		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 alternatively fuelled <b>motor</b> vehicles other than zero-emission <b>motor</b> 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.		
	<u>In the case of zero-emission vehicles, the maximum authorised weights provided for in Sub-section 2.3 shall be increased by 2 tonnes.</u>		In the case of zero-emission vehicles, the maximum authorised weights provided for in <b>points 2.3.1, 2.3.3, 2.3.4, 2.3.5 and 2.3.6 of sub-section 2.3</b> shall be increased by 2 tonnes.		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.		
			<u>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.</u>				
2.4	Three-axle articulated buses 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	28 tonnes	Three-axle articulated buses 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.	28 tonnes	Three-axle articulated buses	28 tonnes	
2.5					<u>Four-axle articulated buses</u>	<b>32 tonnes</b>	
					In the case of alternatively fuelled <b>motor</b> vehicles other than zero-emission <b>motor</b> vehicles, the maximum authorised <del>weight of 28 tonnes</del> weights provided for in <b>Sub-section Sub-sections 2.4 is and 2.5</b> are increased		

					by the additional weight required for the alternative fuel technology with a maximum of 1 tonne.	
					In the case of zero-emission <b>motor</b> vehicles the maximum authorised <del>weight of 28 tonnes</del> <b>weights</b> provided for in <del>Sub-section</del> <b>Sub-sections 2.4 is and 2.5</b> are increased by 2 tonnes	
<b>3.</b>	Maximum authorised axle weight of the vehicles referred to in Article 1 (1), point (b)		Maximum authorised axle weight of the vehicles referred to in Article 1(1), point (b)		Maximum authorised axle weight of the vehicles referred to in Article 1 (1), point (b)	
<b>3.1</b>	Single axles Single non-driving axle	10 tonnes	Single axles Single non-driving axle	10 tonnes	Single axles Single non-driving axle	10 tonnes
<b>3.2</b>	<i>Tandem axles of trailers and semi-trailers</i> The sum of the axle weights per tandem axle must not exceed, if the distance (d) between the axles is:		<i>Tandem axles of trailers and semi-trailers</i> The sum of the axle weights per tandem axle must not exceed, if the distance (d) between the axles is:		<i>Tandem axles of trailers and semi-trailers</i> The sum of the axle weights per tandem axle must not exceed, if the distance (d) between the axles is:	
<b>3.2.1</b>	less than 1 m ( $d < 1,0$ )	11 tonnes	less than 1 m ( $d < 1$ )	11 tonnes	less than 1 m ( $d < 1,0$ )	11 tonnes
<b>3.2.2</b>	between 1,0 m and less than 1,3 m ( $1,0 \leq d < 1,3$ )	16 tonnes	<u>equal to or greater than 1 m and less than 1,30 m</u> ( $1 \leq d < 1,30$ )	16 tonnes	between 1,0 m and less than 1,3 m ( $1,0 \leq d < 1,3$ )	16 tonnes
<b>3.2.3</b>	between 1,3 m and less than 1,8 m ( $1,3 \leq d < 1,8$ )	18 tonnes	<u>equal to or greater than 1,30 m and less than 1,80 m</u> ( $1,30 \leq d < 1,80$ )	18 tonnes	between 1,3 m and less than 1,8 m ( $1,3 \leq d < 1,8$ )	18 tonnes
<b>3.2.4</b>	1,8 m or more ( $1,8 \leq d$ )	20 tonnes	<u>equal to or greater than 1,80 m</u> ( $1,80 \leq d$ )	20 tonnes	1,8 m or more ( $1,8 \leq d$ )	20 tonnes
<b>3.3</b>	<i>Tri-axles of trailers and semi-trailers</i> The sum of the axle weights per tri-axle must not exceed, if the distance (d) between the axles is:		<i>Tridem axles of trailers and semi-trailers</i> The sum of the axle weights per tridem axle must not exceed, if the distance (d) between the axles is:		<i>Tri-axles of trailers and semi-trailers</i> The sum of the axle weights per tri-axle must not exceed, if the distance (d) between the axles is:	
<b>3.3.1</b>	1,3 m or less ( $d \leq 1,3$ )	21 tonnes	less than 1,30 m ( $d < 1,30$ )	21 tonnes	1,3 m or less ( $d \leq 1,3$ )	21 tonnes
<b>3.3.2</b>	over 1,3 m and up to 1,4 m ( $1,3 < d \leq 1,4$ )	24 tonnes	equal to or greater than 1,30 m and less than 1,40 m ( $1,30 \leq d < 1,40$ )	24 tonnes	over 1,3 m and up to 1,4 m ( $1,3$ )	24 tonnes
<b>3.4</b>	<i>Driving axle</i>		<i>Driving axle</i>		<i>Driving axle</i>	
<b>3.4.1</b>	Driving axle of the vehicles referred to in points <b>2.2, 2.3 and 2.4 other than zero-emission vehicles</b>	11,5 tonnes	Driving axle of the vehicles referred to in sub-sections 2.2, 2.3 and 2.4 <b>other than zero-emission vehicles</b>	11,5 tonnes	Driving axle of the vehicles referred to in points 2.2, 2.3 and 2.4 other than zero-emission vehicles	11,5 tonnes
<b>3.4.2</b>	Driving axle of <b>zero-emission</b> vehicles referred to in points 2.2.1 and 2.2.2	12,5 tonnes			Driving axle of zero-emission vehicles referred to in points 2.2.1 and 2.2.2	12,5 tonnes
<b>3.4.3</b>	<b>Zero-emission two-axle buses</b>	<b>12,5 tonnes</b>			Zero-emission two-axle buses	12,5 tonnes
<b>3.4.4</b>					<b>Zero-emission three-axle buses</b>	<b>12,5 tonnes</b>
<b>3.5</b>	<i>Tandem axles of motor vehicles</i> The sum of the axle weights per tandem axle must not exceed, if the distance (d) between the axles is:		<i>Tandem axles of motor vehicles</i> The sum of the axle weights per tandem axle must not exceed, if the distance (d) between the axles is:		<i>Tandem axles of motor vehicles</i> The sum of the axle weights per tandem axle must not exceed, if the distance (d) between the axles is:	
<b>3.5.1</b>	less than 1 m ( $d < 1,0$ )	11,5 tonnes	less than 1 m ( $d < 1$ )	11,5 tonnes	less than 1 m ( $d < 1,0$ )	11,5 tonnes
<b>3.5.2</b>	1,0 m or greater but less than 1,3 m ( $1,0 \leq d < 1,3$ )	16 tonnes	<u>equal to or greater than 1 m and less than 1,30 m</u> ( $1 \leq d < 1,30$ )	16 tonnes	1,0 m or greater but less than 1,3 m ( $1,0 \leq d < 1,3$ )	16 tonnes
<b>3.5.3</b>	1,3 m or greater but less than 1,8 m ( $1,3 \leq d < 1,8$ )	18 tonnes	<u>equal to or greater than 1,30 m and less than 1,80 m</u> ( $1,30 \leq d < 1,80$ )	18 tonnes	1,3 m or greater but less than 1,8 m ( $1,3 \leq d < 1,8$ )	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	19 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	19 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	19 tonnes

	driving axle is fitted with twin tyres and where the maximum weight for each axle does not exceed 9,5 tonnes		driving axle is fitted with twin tyres and where the maximum weight for each axle does not exceed 9,50 tonnes.		driving axle is fitted with twin tyres and where the maximum weight for each axle does not exceed 9,5 tonnes. <b><u>In case of zero-emission motor vehicles, the maximum sum of the axle weights per tandem axle shall be increased by 1 tonne.</u></b>		
<b>3.6</b>			<b><u>Tridem axles of motor vehicles</u></b> <b><u>The sum of the axle weights per tridem axle must not exceed, if the distance (d) between the axles is:</u></b>		<b><u>Tri-axles of motor vehicles</u></b> <b><u>The sum of the axle weights per tri-axles must not exceed, if the distance (d) between the axles is:</u></b>		
<b>3.6.1</b>			<b><u>less than 1,30 m (d &lt; 1,30)</u></b>	<b><u>21 tonnes</u></b>	<b><u>less than 1,3 m (d &lt; 1,3)</u></b>	<b><u>21 tonnes</u></b>	
<b>3.6.2</b>			<b><u>equal to or greater than 1,30 m and less than 1,40 m (1,30 ≤ d &lt; 1,40)</u></b>	<b><u>24 tonnes</u></b>	<b><u>1,3 m or greater but less than 1,8 m (1,3 ≤ d &lt; 1,8)</u></b>	<b><u>24 tonnes</u></b>	
<b>4.</b>	<i>Related characteristics of the vehicles referred to in Article 1(1), point (b)</i>		<i>Related characteristics of the vehicles referred to in Article 1(1), point (b)</i>		<i>Related characteristics of the vehicles referred to in Article 1(1), point (b)</i>		
<b>4.1</b>	<b>All vehicles</b> 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		<b>All vehicles</b> 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.		<b>All vehicles</b> 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		
<b>4.2</b>	<b>Road trains</b> 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		<b>Road trains</b> 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.		<b>Road trains</b> 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		
<b>4.3</b>	<b>Maximum authorised weight depending on the wheelbase</b> 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		<b>Maximum authorised weight depending on the wheelbase</b> 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. <b><u>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.</u></b> <b><u>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:</u></b> <b><u>Weight in tonnes ≤ 2,7 x A + 13,5</u></b> <b><u>where A is the distance in metres between the axles of the foremost and rearmost axles of the vehicle combination.</u></b>		<b>Maximum authorised weight depending on the wheelbase</b> The maximum authorised weight in tonnes of a four-axle <b>or five-axle</b> motor vehicle may not exceed five times the distance in metres between the axles of the foremost and rearmost axles of the vehicle		
<b>4.4</b>	<b>Semi-trailers</b> 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		<b>Semi-trailers</b> 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.		<b>Semi-trailers</b> 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		