# Road vehicles: time limit for the implementation of the special rules regarding maximum length in case of cabs delivering improved aerodynamic performance, energy efficiency and safety performance

2018/0130(COD) - 17/05/2018 - Legislative proposal

PURPOSE: to amend Council Directive 96/53/EC as regards the time limit for the implementation of the special rules regarding maximum length in case of cabs delivering improved aerodynamic performance, energy efficiency and safety performance.

PROPOSED ACT: Decision of the European Parliament and of the Council.

ROLE OF THE EUROPEAN PARLIAMENT: the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

BACKGROUND: 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 was **last revised by Directive (EU) 2015/719** of the European Parliament and of the Council, one of the aims of Directive (EU) 2015/719 was to improve the aerodynamics of motor vehicles falling within the scope of the Directive by allowing these to derogate from maximum lengths restrictions if certain conditions were respected.

The derogation from maximum length restrictions was granted for the rear of vehicles, for the mounting of aerodynamic devices, and for the front of vehicles 4 to allow for a more rounded and aerodynamic shape of cabs of trucks.

Directive (EU) 2015/719 also included a **moratorium of three years for the introduction of aerodynamic cabs** after the date of transposition or application of the necessary amendments as regards technical type-approval requirements.
The moratorium deters manufacturers from improving aerodynamics of cabs as a way to achieve compliance with the upcoming CO2 standards for heavy goods vehicles.
Considering that CO2 emissions from road transport represent a quarter of all CO2 emissions in the EU and that emissions from road transport are projected to grow by 6% in the period 2015 -2030, the Commission considers that **the benefits of elongated cabs should be harvested as quickly as possible**.
The proposal contributes directly to the first political priority of the Juncker Commission: jobs, growth and investment by allowing truck manufacturers and equipment suppliers to innovate and produce new models of heavy goods vehicles. It is also intended to contribute to the energy union and climate priority, through a lowering of emissions from heavy goods vehicles.

CONTENT: this proposal only **advances the date from which on more aerodynamic and/or safer cabins may be used** as already provided for since Directive 2015/719. However, the shortened deadline would remain proportionate and would still allow sufficient time for Member States to take the necessary measures.