Basic information

2023/0265(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Directive	Awaiting Council's 1st reading position
Road vehicles: maximum weights and dimensions Amending Directive 1996/53 1993/0486(SYN) **Subject** 3.20.05 Road transport: passengers and freight 3.20.06 Transport regulations, road safety, roadworthiness tests, driving licence 3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles **Legislative priorities** Joint Declaration 2023-24	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	SERRANO SIERRA Rosa (S&D)	03/09/2024
	Shadow rapporteur FERBER Markus (EPP) ZŁOTOWSKI Kosma (ECR) OETJEN Jan-Christoph (Renew) SCHILLING Lena (Greens/EFA) KYLLÖNEN Merja (The Left)	

Former committee responsible	Former rapporteur	Appointed
TRAN Transport and Tourism	GARCÍA MUÑOZ Isabel (S&D)	05/09/2023

Former committee for opinion	Former rapporteur for opinion	Appointed
ENVI Environment, Public Health and Food Safety	The committee decided not to give an opinion.	

	IMCO Internal Market and Consumer Protection	The committee decided not to give an opinion.	

Council of the European Union	

European Commission	Commission DG	Commissioner
	Mobility and Transport	VĂLEAN Adina

European Economic and Social Committee
European Committee of the Regions

Key events

Date	Event	Reference	Summary
11/07/2023	Legislative proposal published	COM(2023)0445	Summary
14/09/2023	Committee referral announced in Parliament, 1st reading		
14/02/2024	Vote in committee, 1st reading		
21/02/2024	Committee report tabled for plenary, 1st reading	A9-0047/2024	Summary
12/03/2024	Decision by Parliament, 1st reading	T9-0126/2024	Summary
12/03/2024	Results of vote in Parliament		
07/10/2024	Committee decision to open interinstitutional negotiations after 1st reading in Parliament		
21/10/2024	Committee decision to enter into interinstitutional negotiations announced in plenary (Rule 73)		
13/11/2024	Resumption of business from the previous parliamentary term		

Technical information

Procedure reference	2023/0265(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
Amendments and repeals	Amending Directive 1996/53 1993/0486(SYN)
Legal basis	Treaty on the Functioning of the European Union TFEU 091
Mandatory consultation of other institutions	European Economic and Social Committee European Committee of the Regions
Stage reached in procedure	Awaiting Council's 1st reading position
Committee dossier	TRAN/9/12725

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee draft report		PE754.850	20/10/2023	
Amendments tabled in committee		PE756.298	30/11/2023	
Committee report tabled for plenary, 1st reading/single reading		A9-0047/2024	21/02/2024	Summary
Text adopted by Parliament, 1st reading/single reading		T9-0126/2024	12/03/2024	Summary

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(2023)0445	11/07/2023	Summary
Document attached to the procedure	SEC(2023)0445	12/07/2023	
Document attached to the procedure	SWD(2023)0445	12/07/2023	
Document attached to the procedure	SWD(2023)0446	12/07/2023	
Document attached to the procedure	SWD(2023)0447	12/07/2023	
Commission response to text adopted in plenary	SP(2024)350	22/07/2024	

National parliaments

Document type	Parliament /Chamber	Reference	Date	Summary
Contribution	CZ_CHAMBER	COM(2023)0445	14/11/2023	
Contribution	RO_SENATE	COM(2023)0445	20/11/2023	

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES2156/2023	25/10/2023	
CofR	Committee of the Regions: opinion	CDR4958/2023	01/02/2024	

Additional information

Source	Document	Date
European Parliament	Briefing	15/11/2023

European Commission	EUR-Lex	

Meetings with interest representatives published in line with the Rules of Procedure

Rapporteurs, Shadow Rapporteurs and Committee Chairs

Transparency

Name	Role	Committee	Date	Interest representatives
FERBER Markus	Shadow rapporteur	TRAN	30/10/2026	Verband der Automobilindustrie
FERBER Markus	Shadow rapporteur	TRAN	27/10/2026	BUSINESSEUROPE
OETJEN Jan-Christoph	Shadow rapporteur	TRAN	21/10/2026	Bundesverband Güterkraftverkehr Logistik und Entsorgung (BGL) e.V.
FERBER Markus	Shadow rapporteur	TRAN	20/10/2026	Bundesverband Güterkraftverkehr Logistik und Entsorgung (BGL) e.V.
SERRANO SIERRA Rosa	Rapporteur	TRAN	14/09/2026	MERCADONA SA
SERRANO SIERRA Rosa	Rapporteur	TRAN	26/06/2026	International Road Transport Union Permanent Delegation to the EU Transport and Environment (European Federation for Transport and Environment)
SCHILLING Lena	Shadow rapporteur	TRAN	04/06/2026	UIRR, International Union for Road-Rail Combined Transport
SERRANO SIERRA Rosa	Rapporteur	TRAN	13/05/2026	CEOE - Confederación Española de Organizaciones Empresariales
FERBER Markus	Shadow rapporteur	TRAN	24/04/2026	UIRR, International Union for Road-Rail Combined Transport
FERBER Markus	Shadow rapporteur	TRAN	21/04/2026	Bundesverband Güterkraftverkehr Logistik und Entsorgung (BGL) e.V.
SERRANO SIERRA Rosa	Rapporteur	TRAN	31/03/2026	IRU World Road Transport Organisation
SCHILLING Lena	Shadow rapporteur	TRAN	23/03/2026	CEFIC - European Chemical Industry Council
SCHILLING Lena	Shadow rapporteur	TRAN	11/03/2026	VCÖ - Mobilität mit Zukunft
SERRANO SIERRA Rosa	Rapporteur	TRAN	25/02/2026	ASOCIACIÓN ESPAÑOLA DE FABRICANTES DE PASTA, PAPEL Y CARTÓN
SCHILLING Lena	Shadow rapporteur	TRAN	16/02/2026	Société nationale SNCF
SERRANO SIERRA Rosa	Rapporteur	TRAN	12/02/2026	Scania AB (publ)
SCHILLING Lena	Shadow rapporteur	TRAN	11/02/2026	ÖBB-Holding AG
SERRANO SIERRA Rosa	Rapporteur	TRAN	29/01/2026	European Clean Trucking Alliance Société nationale SNCF
FERBER Markus	Shadow rapporteur	TRAN	12/01/2026	European Clean Trucking Alliance
	Shadow			

FERBER Markus	rapporteur	TRAN	06/01/2026	Trane Technologies
SERRANO SIERRA Rosa	Rapporteur	TRAN	17/12/2025	Trane Technologies
SERRANO SIERRA Rosa	Rapporteur	TRAN	21/11/2025	European Transport Safety Council
SERRANO SIERRA Rosa	Rapporteur	TRAN	12/11/2025	Einride AB
ZŁOTOWSKI Kosma	Shadow rapporteur	TRAN	12/11/2025	Trane Technologies
SCHILLING Lena	Shadow rapporteur	TRAN	15/09/2025	Danish Permanent Representation to the EU
ZŁOTOWSKI Kosma	Shadow rapporteur	TRAN	21/05/2025	Ogólnopolskie Stowarzyszenie Przewoźników Transportu Nienormatywnego
SERRANO SIERRA Rosa	Rapporteur	TRAN	10/04/2025	Einride AB
SERRANO SIERRA Rosa	Rapporteur	TRAN	25/03/2025	IVECO GROUP N.V.
SERRANO SIERRA Rosa	Rapporteur	TRAN	04/03/2025	European association of abnormal road transport and mobile cranes
SERRANO SIERRA Rosa	Rapporteur	TRAN	03/02/2025	Grupo EasyCharger SA
SERRANO SIERRA Rosa	Rapporteur	TRAN	21/01/2025	Trane Technologies
SERRANO SIERRA Rosa	Rapporteur	TRAN	20/01/2025	European Express Association
SCHILLING Lena	Shadow rapporteur	TRAN	09/12/2024	Verband Deutscher Verkehrsunternehmen
SERRANO SIERRA Rosa	Rapporteur	TRAN	10/10/2024	DHL Group
ZŁOTOWSKI Kosma	Shadow rapporteur	TRAN	25/09/2024	International Road Transport Union Permanent Delegation to the EU
KATAINEN Elsi	Shadow rapporteur	TRAN	10/07/2024	Nordic Logistics Association
KATAINEN Elsi	Shadow rapporteur	TRAN	07/03/2024	American Chamber of Commerce to the European Union
FERBER Markus	Shadow rapporteur	TRAN	31/01/2024	Deutsche Bahn AG
KATAINEN Elsi	Shadow rapporteur	TRAN	30/01/2024	Transport and Environment (European Federation for Transport and Environment)
KONEČNÁ Kateřina	Shadow rapporteur	TRAN	29/01/2024	Société nationale SNCF
FERBER Markus	Shadow rapporteur	TRAN	17/01/2024	UIRR, International Union for Road-Rail Combined Transport
CUFFE Ciarán	Shadow rapporteur	TRAN	17/01/2024	Community of European Railway and Infrastructure Companies
CUFFE Ciarán	Shadow rapporteur	TRAN	17/01/2024	UIRR, International Union for Road-Rail Combined Transport
KATAINEN Elsi	Shadow rapporteur	TRAN	15/01/2024	Swedish Forest Industries Federation

KONEČNÁ Kateřina	Shadow rapporteur	TRAN	11/01/2024	Transport and Environment (European Federation for Transport and Environment)
CUFFE Ciarán	Shadow rapporteur	TRAN	11/01/2024	Transport and Environment (European Federation for Transport and Environment)
KATAINEN Elsi	Shadow rapporteur	TRAN	10/01/2024	Transport and Environment (European Federation for Transport and Environment)
KATAINEN Elsi	Shadow rapporteur	TRAN	09/01/2024	International Road Transport Union Permanent Delegation to the EU
KATAINEN Elsi	Shadow rapporteur	TRAN	30/11/2023	EuroExpress
KATAINEN Elsi	Shadow rapporteur	TRAN	23/11/2023	FinMobility ry
FERBER Markus	Shadow rapporteur	TRAN	22/11/2023	OG Clean Fuels B.V. Publyon
KONEČNÁ Kateřina	Shadow rapporteur	TRAN	22/11/2023	UIRR, International Union for Road-Rail Combined Transport
FERBER Markus	Shadow rapporteur	TRAN	15/11/2023	ACEA
FERBER Markus	Shadow rapporteur	TRAN	15/11/2023	Bundesverband Güterkraftverkehr Logistik und Entsorgung (BGL) e.V.
FERBER Markus	Shadow rapporteur	TRAN	15/11/2023	Finnish Forest Industries Federation (Metsäteollisuus ry)
KONEČNÁ Kateřina	Shadow rapporteur	TRAN	13/11/2023	Volvo AB
FERBER Markus	Shadow rapporteur	TRAN	10/11/2023	Daimler Truck AG
FERBER Markus	Shadow rapporteur	TRAN	10/11/2023	European Clean Trucking Alliance Transport and Environment (European Federation for Transport and Environment)
FERBER Markus	Shadow rapporteur	TRAN	10/11/2023	IRU
KATAINEN Elsi	Shadow rapporteur	TRAN	10/11/2023	Finnish Transport and Logistics SKAL
KATAINEN Elsi	Shadow rapporteur	TRAN	10/11/2023	Finnish Forest Industries Federation (Metsäteollisuus ry)
KONEČNÁ Kateřina	Shadow rapporteur	TRAN	09/11/2023	Transport and Environment (European Federation for Transport and Environment)
KATAINEN Elsi	Shadow rapporteur	TRAN	09/11/2023	Glass for Europe
KATAINEN Elsi	Shadow rapporteur	TRAN	09/11/2023	UIRR, International Union for Road-Rail Combined Transport
KATAINEN Elsi	Shadow rapporteur	TRAN	08/11/2023	European association of abnormal road transport and mobile cranes (ESTA)
KATAINEN Elsi	Shadow rapporteur	TRAN	08/11/2023	European Clean Trucking Alliance
FERBER Markus	Shadow rapporteur	TRAN	08/11/2023	621519548304-62
CUFFE Ciarán	Shadow rapporteur	TRAN	08/11/2023	Transport and Environment (European Federation for Transport and Environment)
CUFFE Ciarán	Shadow rapporteur	TRAN	08/11/2023	International Road Transport Union Permanent Delegation to the EU

KATAINEN Elsi	Shadow rapporteur	TRAN	07/11/2023	Lineage Logistics
KATAINEN Elsi	Shadow rapporteur	TRAN	06/11/2023	Association des Constructeurs Européens d'Automobiles
CUFFE Ciarán	Shadow rapporteur	TRAN	24/10/2023	Community of European Railway and Infrastructure Companies UIRR, International Union for Road-Rail Combined Transport Others
CUFFE Ciarán	Shadow rapporteur	TRAN	24/10/2023	E-MOBILITY EUROPE Community of European Railway and Infrastructure Companies Platform for Electromobility Société nationale SNCF Transport and Environment (European Federation for Transport and Environment) UIRR, International Union for Road-Rail Combined Transport ÖBB-Holding AG
FERBER Markus	Shadow rapporteur	TRAN	19/10/2023	ZF
FERBER Markus	Shadow rapporteur	TRAN	18/10/2023	SNCF Connect
GARCÍA MUÑOZ Isabel	Rapporteur	TRAN	06/10/2023	FinMobility ry
GARCÍA MUÑOZ Isabel	Rapporteur	TRAN	06/10/2023	FI Forest Industries
GARCÍA MUÑOZ Isabel	Rapporteur	TRAN	06/10/2023	World Road Transport Organisation
GARCÍA MUÑOZ Isabel	Rapporteur	TRAN	06/10/2023	RENFE
FERBER Markus	Shadow rapporteur	TRAN	04/10/2023	Hydrogen Europe
FERBER Markus	Shadow rapporteur	TRAN	04/10/2023	ECG - The Association of European Vehicle Logistics
KONEČNÁ Kateřina	Shadow rapporteur	TRAN	03/10/2023	Tesla Motors Netherlands B.V.
GARCÍA MUÑOZ Isabel	Rapporteur	TRAN	03/10/2023	International Union for Road Rail Transport
KATAINEN Elsi	Shadow rapporteur	TRAN	27/09/2023	Ministry of Transport and Communications Traficom
FERBER Markus	Shadow rapporteur	TRAN	25/09/2023	UIRR, International Union for Road-Rail Combined Transport
FERBER Markus	Shadow rapporteur	TRAN	22/09/2023	FinMobility ry
CUFFE Ciarán	Shadow rapporteur	TRAN	19/09/2023	Commission Internationale pour la Protection des Alpes
FERBER Markus	Shadow rapporteur	TRAN	01/09/2023	Verband Deutscher Verkehrsunternehmen
GARCÍA MUÑOZ Isabel	Rapporteur	TRAN	17/07/2023	Secretaria General de Transporte
GARCÍA MUÑOZ Isabel	Rapporteur	TRAN	03/10/2022	Tesla Motors Netherlands B.V.
GARCÍA MUÑOZ Isabel	Rapporteur	TRAN	26/09/2022	Asociación de Transporte Internacional por Carretera
GARCÍA MUÑOZ Isabel	Rapporteur	TRAN	26/09/2022	GRUPO SESÉ
GARCÍA MUÑOZ Isabel	Rapporteur	TRAN	22/09/2022	ECG - The Association of European Vehicle Logistics

GARCÍA MUÑOZ Isabel	Rapporteur	TRAN	22/09/2022	E-MOBILITY EUROPE
GARCÍA MUÑOZ Isabel	Rapporteur	TRAN	13/09/2022	IVECO GROUP N.V.

Other Members

Transparency		
Name	**Date**	**Interest representatives**
CASSART Benoit	17/03/2026	Federation Nationale des Transports Routiers
KIRCHER Sophia	07/05/2025	ZF
KIRCHER Sophia	20/03/2025	ProAlps
KIRCHER Sophia	19/02/2025	AUTOBAHNEN- UND SCHNELLSTRASSEN-FINANZIERUNGS- AKTIENGESELLSCHAFT
KIRCHER Sophia	06/02/2025	ECG - The Association of European Vehicle Logistics
FERBER Markus	03/12/2024	CLEPA (European Association of Automotive Suppliers)
KIRCHER Sophia	25/11/2024	Wirtschaftskammer Österreich
KIRCHER Sophia	24/10/2024	UIRR, International Union for Road-Rail Combined Transport
KIRCHER Sophia	23/10/2024	European Transport Safety Council
KIRCHER Sophia	18/10/2024	ASFINAG
AXINIA Adrian-George	05/09/2024	Romanian Oil and Gas Employers' Federation
DANTI Nicola	27/02/2024	Ferrovie dello Stato Italiane S.p.A
ARIAS ECHEVERRÍA Pablo	22/02/2024	ASEICAR
HORTEFEUX Brice	01/02/2024	Société nationale SNCF
SCHIEDER Andreas	29/01/2024	ÖBB-Holding AG
WARBORN Jörgen	24/01/2024	Confederation of Swedish Enterprise
DALY Clare	05/12/2023	EUROTRAN Conseil
THALER Barbara	20/11/2023	Asfinag
THALER Barbara	16/11/2023	Climanomics CIPRA Land Tirol
BERGKVIST Erik	15/11/2023	svensk skogsindustri
THALER Barbara	07/11/2023	UIRR, International Union for Road-Rail Combined Transport
THALER Barbara	08/09/2023	Wirtschaftskammer Österreich

Road vehicles: maximum weights and dimensions

2023/0265(COD) - 21/02/2024 - Committee report tabled for plenary, 1st reading/single reading

The Committee on Transport and Tourism adopted the report by Isabel GARCÍA MUÑOZ (S&D, ES) on the 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.

The committee responsible recommended that the European Parliament's position adopted at first reading under the ordinary legislative procedure should amend the proposal as follows:

Permits

Member States should ensure that the procedure for obtaining permits or similar arrangements for the transport of indivisible loads is smooth, efficient and non-discriminatory, by providing an **EU common standard application form** and by minimising administrative burdens and avoiding unnecessary delays. Member States should issue the permits or similar arrangements in an electronic format and cooperate to further harmonise the permit issuing deadlines.

European Modular Systems

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:

- for new EMS routes, the Member States should 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 should be made publicly available;

- Member States should 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.

Electronic information system

Member States should set up and manage an electronic information and communication system with a single national access point for obtaining 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.

EU label

Members proposed the introduction of a standardised EU label for the length of motor vehicles or vehicle combinations used in European Modular Systems (EMS) or which deviate from standard dimensions should be established at Union level. That EU label should clearly indicate the **length of all the vehicles or vehicle combinations** of this Directive in order to help other road users to identify and familiarise themselves with these vehicles and reduce any possible risks caused by visibility restrictions or blind spots, for example when overtaking.

EU web portal

To ensure that operators and citizens can access all relevant information in one place, a dedicated **European web portal,** in all the official languages of the Union, connecting the national electronic and communication systems and providing, among others, a clear graphic overview of the roads on which EMS, and, where available, vehicles transporting indivisible loads, are allowed to circulate in the relevant Member States, should be established by the Commission, at the latest by 6 months after the date of transposition of this Directive.

Training certificates

The amended text stipulates that 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.

Maximum authorised dimensions for vehicles

Members proposed to allow 44 tonnes (instead of 42 tonnes) for two-axle motor vehicles with a three-axle semi-trailer involved in intermodal transport operations.

Revenues

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 external costs generated by transport operations, encourage intermodality, and increase the sustainability of cross-border transport operations.

Reporting

By 2027, and every 4 years thereafter, the Commission should present a report to the European Parliament and to the Council, on the application of this Directive. The report should contain a detailed assessment of the evolution of national and international road transport.

In addition, the report should 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 should 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.

Road vehicles: maximum weights and dimensions

2023/0265(COD) - 12/03/2024 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 330 votes to 207, with 74 abstentions, a legislative resolution on the 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.

The European Parliament's position adopted at first reading under the ordinary legislative procedure amends the proposal as follows:

Improve driver's working conditions

The 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.

In order to address this situation and enhance the attractiveness of the sector, Members consider that 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.

Permits

Member States should issue the permits or similar arrangements in an **electronic format** and cooperate to further harmonise the permit issuing deadlines. They should also cooperate to harmonise the relevant rules for escorting transport of indivisible loads, such as on the prescribed use, markings and signs for escort vehicles.

European Modular Systems

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:

- for new EMS routes, the Member States should 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 should be made publicly available;

- Member States should 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.

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 should cooperate to mutually recognise each other’s certifications.

Electronic information system

Member States should set up and manage an electronic information and communication system with a **single national access point** for obtaining 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.

To ensure that operators and citizens can access all relevant information in one place, a dedicated European web portal, in all the official languages of the Union, connecting the national electronic and communication systems should be established by the Commission, at the latest by 6 months after the date of transposition of this Directive.

This European portal should 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 loads, can circulate.

EU label

Members proposed the introduction of a standardised EU label for the length of motor vehicles or vehicle combinations used in European Modular Systems (EMS) or which deviate from standard dimensions should be established at Union level. That EU label, displayed clearly and visibly at the rear of their motor vehicle or vehicle combination, should clearly indicate the length of all the vehicles or vehicle combinations of this Directive in order to help other road users to identify and familiarise themselves with these vehicles and reduce any possible risks caused by visibility restrictions or blind spots, for example when overtaking.

Member States should take specific measures to detect vehicles or vehicle combinations in circulation that exceed the maximum authorised weight.

Maximum authorised dimensions for vehicles

Members proposed to allow 44 tonnes (instead of 42 tonnes) for two-axle motor vehicles with a three-axle semi-trailer involved in intermodal transport operations.

Revenues

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 external costs generated by transport operations, encourage intermodality, and increase the sustainability of cross-border transport operations.

Reporting

By 2027, and every 4 years thereafter, the Commission should present a report to the European Parliament and to the Council, on the application of this Directive. The report should contain a detailed assessment of the evolution of national and international road transport.

The report should analyse whether the necessary enabling conditions for the market uptake of zero-emission heavy-duty vehicles in the Union, are satisfactorily met. In addition, the report should 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.

Road vehicles: maximum weights and dimensions

2023/0265(COD) - 11/07/2023 - Legislative proposal

PURPOSE: to revise 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.

PROPOSED ACT: Directive 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 (the Weights and Dimensions Directive), sets out the maximum permitted weights and dimensions of heavy-duty vehicles that can circulate on the Union's roads in order to ensure road safety and the smooth functioning of the internal market as well as foster the energy and operational efficiency of transport operations and reducing greenhouse gas emissions from those operations. An evaluation of Directive 96/53/EC concluded that **incentives to improve energy efficiency of road transport operations and reduce GHG emissions were insufficient** and did not reflect the **practical implications of using new zero-emission technologies**, which can be heavier and take more space than combustion engine technologies. The national derogations allowing the circulation of longer and/or heavier vehicles have also resulted in a patchwork of diverging rules, hindering smooth cross-border heavy-duty vehicles (HDV) traffic in the EU and leading to loss of operational and energy efficiency. This mix of EU and national requirements, as well as bilateral arrangements, coupled with legal uncertainties, has also led to ineffective and inconsistent enforcement, especially in cross-border transport. These findings confirmed that there is a need to **remove regulatory and technical barriers** and provide **stronger incentives for the uptake of the zero-emission technologies and energy saving devices** in the heavy-duty vehicles sector.

This legislative proposal is part of the **Greening Freight Package** of proposals covering several modes of transport. Its aim is to advance the decarbonisation of freight transport, promote intermodal transport and complete the single European railway area. In addition to this proposal, it includes:

- the revision of Council Directive 92/106/EEC (the Combined Transport Directive) to encourage the use of intermodal transport;

- this proposed revision of Council Directive 96/53/EC on weights and dimensions;

- the proposal for a regulation establishing a harmonised framework for GHG emissions from freight and passenger transport services (the CountEmissions EU initiative).

CONTENT: the Commission proposal to revise Council Directive 96/53/EC seeks to **accelerate the uptake of zero-emission heavy-duty vehicles and promote intermodal transport**. In particular, it aims to improve the energy and operational efficiency of road transport operations in the broader context of increased EU environmental and climate ambition by 2030 and EU climate neutrality by 2050 and to ensure the free movement of goods and fair competition on the internal road transport market.

The main objectives of the revision of the directive are to:

- remove regulatory and technical barriers and provide **stronger incentives** for the uptake of the zero-emission technologies and energy saving devices in the HDV sector;

- facilitate intermodal operations;

- clarify the rules on the use of longer and/or heavier HDVs in cross-border operations;

- make enforcement more effective and efficient.

The specific provisions of the proposal aim to:

- update the references to relevant legislation on the type-approval and market surveillance of vehicles and their trailers, and systems, components and separate technical units intended for such vehicles;

- align the definitions of 'trailer' and 'semi-trailer' and the procedures to measure the maximum authorised dimensions with those of the vehicle type-approval legislation, adding the key definitions of 'European Modular System' and 'vehicle transporter' and the definition of 'electronic freight transport information (eFTI) platform';

- amend the definition of **intermodal transport** operation and necessary references to these kinds of transport to allow lorries, trailers and semitrailers used in intermodal operations to benefit from the same extra weight allowances as for road vehicles that carry containers or swap bodies and are used in containerised intermodal transport;

- provide legal clarity on the circulation of HDVs that exceed the weights and dimensions set in the existing Directive;

- require Member States to simplify and streamline the procedures for the **issuance of national permits** or the adoption of similar arrangements for the transport of indivisible loads in order to minimise the administrative burden for operators and avoid delays;

- introduce the obligation of **cooperation** between Member States with regard to the requirements on vehicle signalling or markings, and prevents disproportionate barriers in the form of national language requirements;

- extend the **geographical scope of trials** aimed at testing, assessing and progressively introducing new technologies and schemes, including EMS, which could be conducted also across borders, strengthens their temporary nature and sets up a maximum period of 5 years for such trials with European Modular Systems. Member States should set up a monitoring system to take advantage at EU level of the lesson learnt from the technology tested in trials as well as ensure the comparability of the information gathered, including the impact of EMS;

- **remove artificial barriers to the cross-border movement of heavier lorries** that prevent road transport from improving its operational, energy and environmental efficiency in the transition to zero-emission operations;

- raise the weight limit for zero-emission vehicles from the current **42 tonnes to 44 tonnes**, regardless of the weight of the actual zero-emission technology. This means that operators will gain additional loading weight and therefore payload capacity if the technology becomes lighter;

- allow extra height for the carriage of **high-cube containers**, thus enabling standard vehicles to involve in this type of intermodal transport;

- clarify that the excess in maximum lengths provided for **elongated cabs** can be such that it can accommodate also zero-emission technologies, such as batteries and hydrogen tanks, in vehicles equipped with elongated cabs.