



# Weights and Dimensions Proposal

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# Background and aims

The legislative proposal of the Commission was adopted on 11 July 2023 part of the "Greening Freight Package"

The Weights and Dimensions Directive 96/53/EC (WDD) sets standards for the dimensions of heavy-duty vehicles (HDVs) used in national and international commercial transport and the standards for the weights of HDVs used in international commercial transport.

## Aims

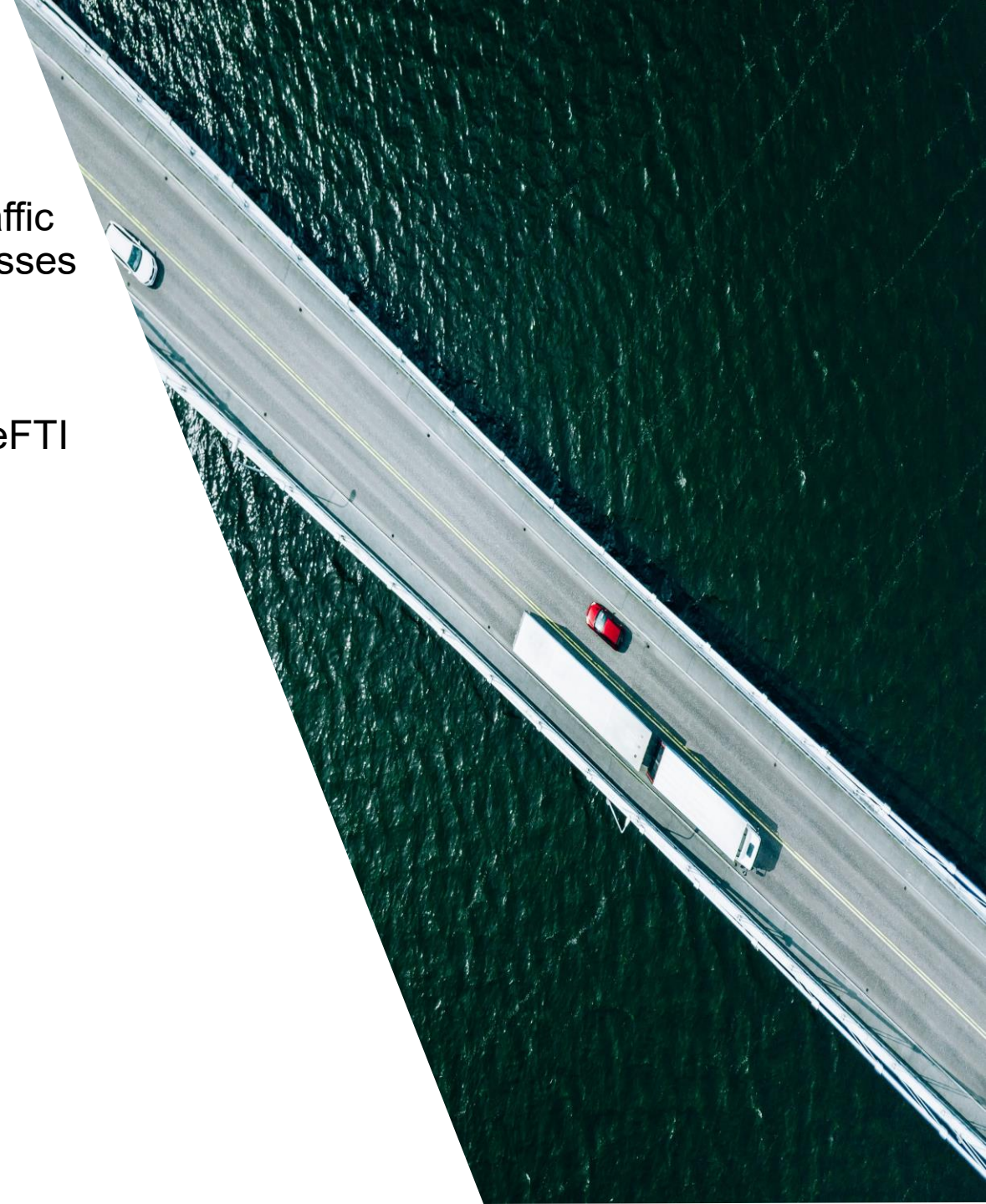
- to contribute to the decarbonisation of road freight transport by boosting the uptake of zero emission vehicles;
- to deepen the internal market by eliminating the patchwork of national rules and requirements hampering cross-border traffic by heavier/longer vehicles,
- to support the growth of intermodal transport by incentivising and facilitating the use of road vehicles in intermodal operations.
- to strengthen the enforcement of the rules through rendering controls of compliance more efficient, effective and consistent.





# Key elements of the proposal

- Member States would still be able to decide in national traffic on the use of larger vehicles than the dimensions and masses laid down in the Directive.
- Clearance for cross-border traffic
- Definitions will be specified and some new added (EMS, eFTI etc.)
- Additional incentives for zero-emission vehicles and intermodal transport operators
- One-stop-shop for abnormal transport special permits
- HCT-Trials will be limited to 5 years
- Inspection volumes will be increased and quantity requirements for WIM weighing systems will be specified
- Crisis clause as a new element
- Member States' reporting obligations will be extended
- Annex 1 has been updated completely





# EMS- definition

‘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





# Article 4

## Structure of art 4

### General rules:

1. What MS cannot allow in national and international transport (exceptions set in paragraphs 3, 4, 4a and 5).
2. What MS can allow in national transport (complemented with Article 4b which allows for a limited period of time the circulation of 44t-HDVs in international transport).

### Exceptions to paragraph 1:

3. Indivisible loads (also in international transport and also with excesses in weights)
4. HDVs exceeding in dimensions used in national transport operations that do not significantly affect international competition.
- 4a. EMS (subject to certain conditions, including ensuring connectivity for cross-border transport).
5. Trials for a fixed period.

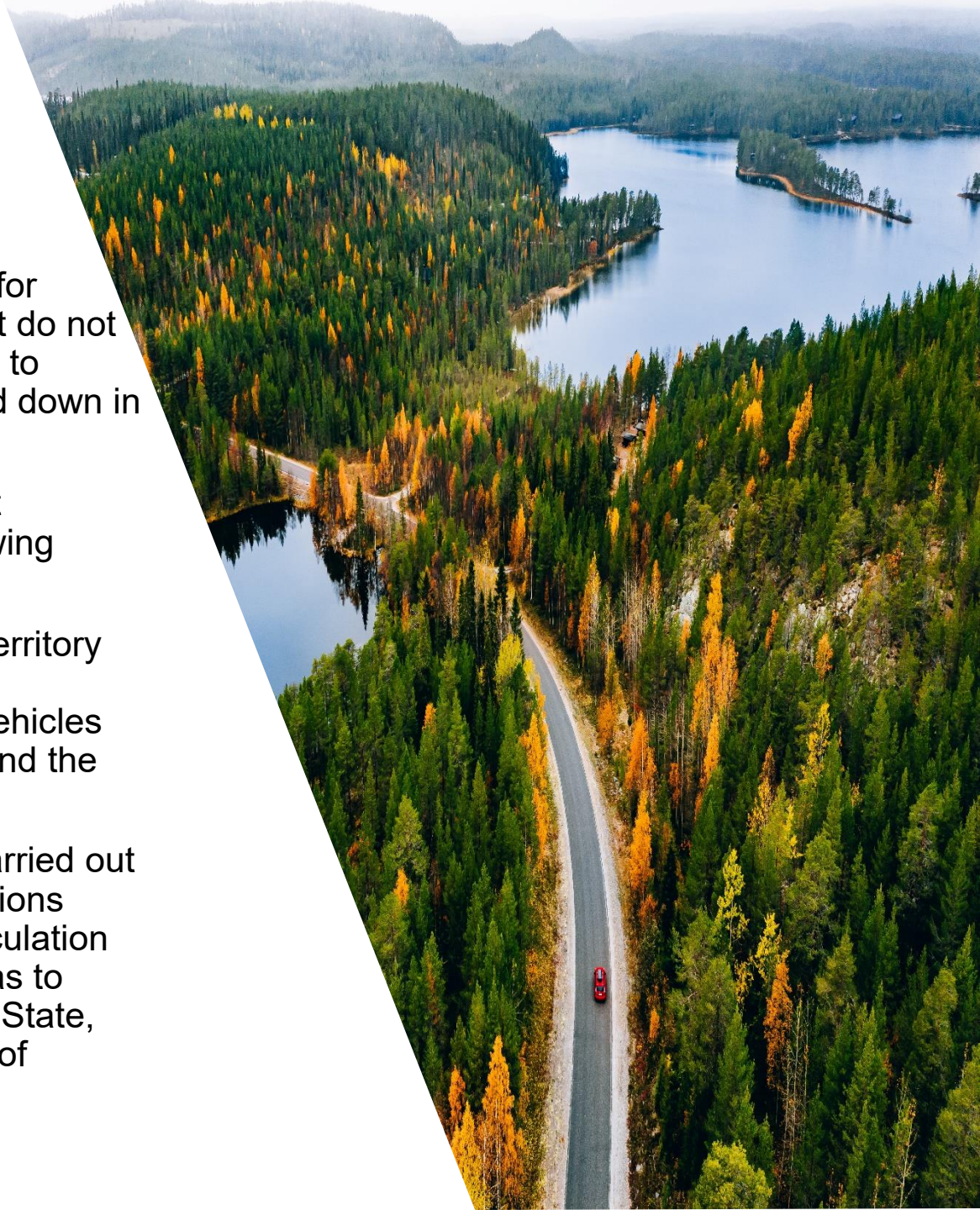




# Article 4

## exceptions to the main rule

- 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.
- Transport operations shall be considered not significantly to affect international competition in the transport sector if one of the following conditions is fulfilled:
  - 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, **e.g.** operations linked to logging and the forestry industry
  - 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.





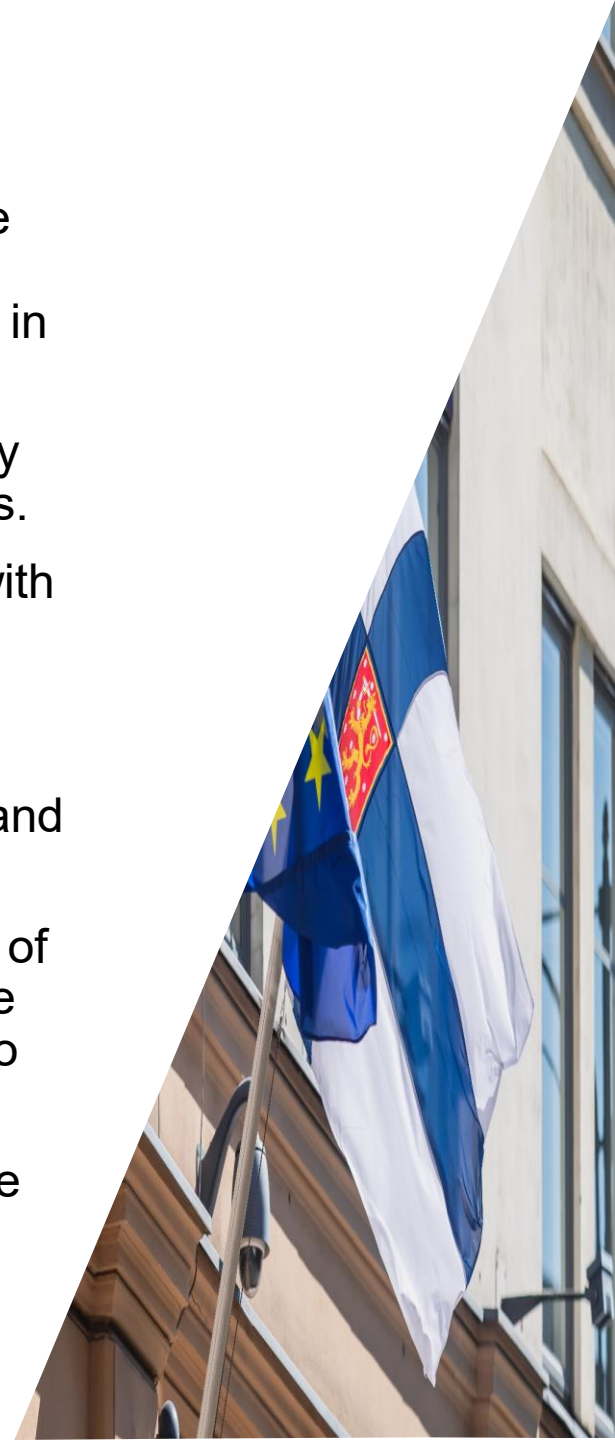
# Article 4 point 4a (new)

- 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:
  - MS shall make publicly available, in an accessible and transparent way, the information related to the maximum weights and dimensions applicable to the circulation of EMS in their territories
  - MS shall make publicly available, in an accessible and transparent way, the information related to the part of the road network where EMS can circulate
  - MS shall set a monitoring system and assess the impact of EMS on road safety, on the road infrastructure, on modal cooperation...
- 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 EMS in international traffic.
  - Provided that such systems do not exceed the maximum weights and dimensions set for EMS in national traffic.



# Finland's point of view

- Finland supports the general objectives of the proposal. It is important to recognize the national differences in transport needs, and therefore Finland would like to emphasize that the existing derogation for the national transport operations should be kept as it is in the proposal.
- The issue of cross-border traffic between Finland and Sweden must be solved in a way that transport operations may continue with the current fleet as it has been for decades.
  - If neighboring Member States allow nationally vehicles or combinations to operate with certain dimensions deviating to those laid down in Annex 1, these vehicles or combinations should be allowed to cross the border between these member states.
- The use of zero-emission vehicles in heavy transport should be promoted by allowing larger masses for these vehicles, but at the same time take into account the road tier and maintenance.
  - Finland considers it a useful development to adapt technical standards to the needs of emission-free vehicles, for example by allowing additional length and weight to fit the zero-emission technology. However, this should not apply to axle masses. These two should be considered separately.
  - Finland has achieved nationally lower road wear with lower axle load by adding more axles when growing the masses, this solution should be recognized also at the EU level.





# State of play

- The Proposal is now being negotiated in Council and the European Parliament under the co-decision procedure.
- The proposal was presented in the Council Land Working Party in July 2023, under the Spanish Presidency, followed by initial discussions on the proposal on September 2023.
- The next discussions in the Council Land Working Party have been scheduled on 16 and 23 October 2023.
- The Spanish Presidency aims at achieving a General Approach on this file in December 2023.
- A first discussion in the TRAN Committee of the European Parliament was held on 6 October 2023.





# Thank you!

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