6.3.2024

Amendment 60 Ciarán Cuffe on behalf of the Verts/ALE Group

Report

A9-0047/2024

Isabel García Muñoz Weights and dimensions of certain road vehicles (COM(2023)0445 – C9-0306/2023 – 2023/0265(COD))

Proposal for a directive Annex

1.1 M	aximum length	
	- motor vehicle other than a bus	12,00 m
	— trailer	12,00 m
	— articulated vehicle	16,50 m
	— road train	18,75 m
	— articulated bus	18,75 m
	— bus with two axles	13,50 m
	— bus with more than two axles	15,00 m
	— bus + trailer	18,75 m
2 Ma	aximum width:	
	(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
3 Ma	aximum height	
	— any vehicle	4,00 m
	<ul> <li>vehicles or vehicle combinations carrying in intermodal transport one or more containers with a standard external height of 9' 6" (high- cube containers)</li> </ul>	4,30 m
	novable superstructures and standardised freight items such as containers sions specified in points <u>1.1, 1.2, 1.3, 1.6, 1.7, 1.8 and 4.4.</u>	s are included in
	any removable attachments such as ski-boxes are fitted to a bus, its lengt ments, must not exceed the maximum length laid down in point 1.1.	h, including the

## Text proposed by the Commission

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

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

	ximum d a semi-t		etween the axis of the fifth-wheel king pin and the	12,00 m
train fro the rea	om the f rmost e>	oremost o cternal po	neasured parallel to the longitudinal axis of the road external point of the loading area behind the cabin to int of the trailer of the combination, minus the ar of the drawing vehicle and the front of the trailer.	15,65 m
train fro	om the f	oremost e	neasured parallel to the longitudinal axis of the road external point of the loading area behind the cabin to int of the trailer of the combination.	16,40 m
2. Maxi	mum au	thorised	vehicle weight	_1
2.1 Veh	icles for	ming part	of a vehicle combination	
	2.1.1	Two-axl	e trailer	18 tonnes
	2.1.2	Three-a	xle trailer	24 tonnes
2.2 Veh	icle com	binations	5	
	2.2.1	Road tra	ains with five or six axles	
		(a) two-	axle motor vehicle with three-axle trailer	40 tonnes
		(b) three	e-axle motor vehicle with two or three-axle trailer	40 tonnes
	2.2.2	Articula	ted vehicles with five or six axles	_1
		(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
	1	1	1	

AM\P9\_AMA(2024)0047(060-060)\_EN.docx

PE760.461v01-00

	(c)	two-axle motor vehicle with three-axle semi-trailer involved in intermodal transport operations	<b>42</b> tonnes
	(d)	three-axle motor vehicle with two- or three-axle semi-trailer involved in intermodal transport operations	44 tonnes
2.2.3		ains with four axles consisting of a two-axle motor and a two-axle trailer	36 tonnes
2.2.4		ted vehicles with four axles consisting of a two-axle more semi-trailer, if the distance between the axles of the s	
	2.2.4.1	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	36 tonnes
		In case the maximum authorised weight (MAW) of the (18 tonnes) and the MAW of the tandem axle of the so (20 tonnes) are respected and the driving axle is fitted and air suspension or suspension recognised as being within the Union as defined in Annex II the maximum weight provided for in point 2.2.4.2 shall be increased	emi-trailer I with twin tyres equivalent authorised
In the	L case of ve	hicle combinations including alternatively fuelled vehic	-
shall b		ehicles, the maximum authorised weights provided for i ed by the additional weight of the alternative fuel techr onne.	
	ised weig	hicle combinations including zero-emission vehicles the hts provided for in Sub-section 2.2.1 and 2.2.2 shall be i	
In the author 2 tonn	case of ve ised weig es.	hicle combinations including zero-emission vehicles the hts provided for in in Sub-section 2.2.3 and 2.2.4 shall b	
.3 Motor vehic	1	e motor vehicles other than buses:	18 tonnes
2.3.2	two-axle		19,5 tonnes
2.3.3	Three-a	xle motor vehicles:	25 tonnes
2.3.4	twin tyr being eo where e	xle motor vehicles where the driving axle is fitted with es and air suspension or suspension recognised as quivalent within the Union as defined in Annex II, or ach driving axle is fitted with twin tyres and the m weight of each axle does not exceed 9,5 tonnes.	26 tonnes
2.3.5	Four-axl driving a	e motor vehicles with two steering axles where the axle is fitted with twin tyres and air suspension or ion recognized as being equivalent within the Union	32 tonnes

 $AM\P9\_AMA(2024)0047(060\text{-}060)\_EN.docx$ 

PE760.461v01-00

	as defined in Annex II, or where each driving axle is fitted wi twin tyres and the maximum weight of each axle does not exceed 9,5 tonnes	th
2.3	6 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 wi twin tyres and the maximum weight of each axle does not exceed 9,5 tonnes.	
ma sec	he case of alternatively fuelled vehicles other than zero-emission kimum authorised weights provided for in points 2.3.1, 2.3.3 and tion 2.3 shall be increased by the additional weight of the alterna in a maximum of 1 tonne.	2.3.4 of Sub-
	he case of zero-emission vehicles, the maximum authorised weig -section 2.3 shall be increased by 2 tonnes.	hts provided for in
2.4 Three-ax	le articulated buses	28 tonnes
by of 2 In t	kimum authorised <b>weight of 28 tonnes</b> provided for in <b>Sub-section</b> he additional weight required for the alternative fuel technology tonne. he case of zero-emission vehicles the maximum authorised <b>weig</b>	with a maximum
	vided for in <i>Sub-section</i> 2.4 <i>is</i> increased by 2 tonnes authorised axle weight of the vehicles referred to in Article 1 (1),	point (b)
3.1 Single a	les	
Sin	gle non-driving axle	10 tonnes
3.2 Tandem	axles of trailers and semi-trailers	
	sum of the axle weights per tandem axle must not exceed, if the ween the axles is:	distance (d)
3.2	1 less than 1 m (d < 1,0)	11 tonnes
3.2	2 between 1,0 m and less than 1,3 m $(1,0 \le d < 1,3)$	16 tonnes
3.2	3 between 1,3 m and less than 1,8 m (1,3 $\leq$ d < 1,8)	18 tonnes
3.2	4 1,8 m or more (1,8 ≤ d)	20 tonnes
3.3 Tri-axles	of trailers and semi-trailers	
	sum of the axle weights per tri-axle must not exceed, if the distants is:	nce (d) between the

 $AM\P9\_AMA(2024)0047(060\text{-}060)\_EN.docx$ 

	3.3.1	1,3 m or less (d ≤ 1,3)	21 tonnes
	3.3.2	over 1,3 m and up to 1,4 m (1,3 <d 1,4)<="" td="" ≤=""><td>24 tonnes</td></d>	24 tonnes
3.4 Dri	ving axle		
	3.4.1	Driving axle of the vehicles referred to in points 2.2, 2.3 and 2.4 other than zero-emission vehicles	11,5 tonnes
	3.4.2	Driving axle of zero-emission vehicles referred to in points 2.2.1 and 2.2.2	12,5 tonnes
	3.4.3	Zero-emission two-axle buses	12,5 tonnes
3.5 Ta	ndem axl	es of motor vehicles	
		m of the axle weights per tandem axle must not exceed, if the di en the axles is:	stance (d)
	3.5.1	less than 1 m (d < 1,0)	11,5 tonnes
	3.5.2	1,0 m or greater but less than 1,3 m (1,0 $\leq$ d $<$ 1,3)	16 tonnes
	3.5.3	1,3 m or greater but less than 1,8 m (1,3 ≤ 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 driving axle is fitted with twin tyres and where the maximum weight for each axle does not exceed 9,5 tonnes	19 tonnes
		acteristics of the vehicles referred to in Article 1(1), point (b)	
4.1 All	must n	eight borne by the driving axle or driving axles of a vehicle or veh not be less than 25 % of the total laden weight of the vehicle or ve nation, when used in international traffic	
4.2 Ro	ad trains		
		stance between the rear axle of a motor vehicle and the front ax not be less than 3,00 m	le of a trailer
4.3 Ma	aximum a	uthorised weight depending on the wheelbase	
	five tin	aximum authorised weight in tonnes of a four-axle motor vehicle nes the distance in metres between the axles of the foremost an vehicle	•
4.4 Sei	mi-trailer	S	
		stance measured horizontally between the axis of the fifth-whee at the front of the semi-trailer must not exceed 2,04 m	I king pin and any

## Amendment

.1 M	aximum length	
	— motor vehicle other than a bus	12,00 m
	— trailer	12,00 m
	— articulated vehicle	16,50 m
	— road train	18,75 m
	— articulated bus <i>with three axles</i>	18,75 m
	— articulated bus with four axles	21,00 m
	— bus with two axles	13,50 m
	— bus with more than two axles	15,00 m
	— bus + trailer	18,75 m
1.2 Ma	aximum width:	
	(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
1.3 Ma	aximum height	
	— any vehicle	4,00 m
	— 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
	movable superstructures and standardised freight items such as container mensions specified in points <u>1.1, 1.2, 1.3, 1.6, 1.7, 1.8 and 4.4.</u>	s are included in

AM\P9\_AMA(2024)0047(060-060)\_EN.docx

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.

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

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

	kimum d a semi-t	listance between the axis of the fifth-wheel king pin and the railer.	12,00 m
train fro the rea	om the f rmost e>	listance measured parallel to the longitudinal axis of the road oremost external point of the loading area behind the cabin to sternal point of the trailer of the combination, minus the en the rear of the drawing vehicle and the front of the trailer.	15,65 m
train fro	om the f	listance measured parallel to the longitudinal axis of the road oremost external point of the loading area behind the cabin to sternal point of the trailer of the combination.	16,40 m
2. Maxi	mum au	thorised vehicle weight	
2.1 Veh	icles for	ming part of a vehicle combination	
	2.1.1	Two-axle trailer	18 tonnes
	2.1.2	Three-axle trailer	24 tonnes
2.2 Veh	icle com	binations	
	2.2.1	Road trains with five or six axles	
		(a) two-axle motor vehicle with three-axle trailer	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	1

AM\P9\_AMA(2024)0047(060-060)\_EN.docx

	(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
	(c)	two-axle motor vehicle with three-axle semi-trailer involved in intermodal transport operations	<b>44</b> tonnes
	(d)	three-axle motor vehicle with two- or three-axle semi-trailer involved in intermodal transport operations	44 tonnes
2.		rains with four axles consisting of a two-axle motor and a two-axle trailer	36 tonnes
2.		ated vehicles with four axles consisting of a two-axle mo le semi-trailer, if the distance between the axles of the s	
	2.2.4.1	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	36 tonnes
		In case the maximum authorised weight (MAW) of the (18 tonnes) and the MAW of the tandem axle of the so (20 tonnes) are respected and the driving axle is fitted and air suspension or suspension recognised as being the Union as defined in Annex II the maximum author provided for in point 2.2.4.2 shall be increased by 2 to	emi-trailer I with twin tyres equivalent within ised weight
th รเ	nan zero-emis ub-section 2.2	ehicle combinations including alternatively fuelled <i>moto</i> sion <i>motor</i> vehicles, the maximum authorised weights p shall be increased by the additional weight of the alterr h a maximum of 1 tonne.	rovided for in
		ehicle combinations including zero-emission motor vehi	
้อเ		ghts provided for in Sub-section 2.2.1 and 2.2.2 shall be	
aı 4 In aı	uthorised wei tonnes. hthe case of v		increased by cles the maximum
au 4 In au 2 <i>In</i> te	uthorised wei tonnes. In the case of wei uthorised wei tonnes. In the case of weich connology the	ghts provided for in Sub-section 2.2.1 and 2.2.2 shall be ehicle combinations including zero-emission <i>motor</i> vehic	increased by cles the maximum be increased by with zero-emission
au 4 In au 2 <i>In</i> te 2. V	uthorised wei tonnes. The case of wei tonnes. The case of wei tonnes. The case of weich connology the connology the connology the connology the connology the	ghts provided for in Sub-section 2.2.1 and 2.2.2 shall be ehicle combinations including zero-emission <i>motor</i> vehic ghts provided for in in Sub-section 2.2.3 and 2.2.4 shall be pehicle combinations including trailers or semi-trailers we a maximum authorised weights provided for in Sub-sect	increased by cles the maximum be increased by with zero-emission ion 2.2.1, 2.2.2,
au 4 In au 2 <i>In</i> te 2. V	uthorised wei tonnes. The case of v uthorised wei tonnes. The case of v echnology the .2.3 and 2.2.4 When more the ingle vehicle of	ghts provided for in Sub-section 2.2.1 and 2.2.2 shall be ehicle combinations including zero-emission <i>motor</i> vehic ghts provided for in in Sub-section 2.2.3 and 2.2.4 shall be rehicle combinations including trailers or semi-trailers w a maximum authorised weights provided for in Sub-sect shall be increased by 0,5 tonnes.	increased by cles the maximum be increased by with zero-emission ion 2.2.1, 2.2.2,
au 4 In au 2 <i>In</i> te 2. <i>In</i> te 2. <i>S</i>	uthorised wei tonnes. In the case of wei tonnes. In the case of wei tonnes. In the case of wei chnology the chnology the c	ghts provided for in Sub-section 2.2.1 and 2.2.2 shall be ehicle combinations including zero-emission <i>motor</i> vehic ghts provided for in in Sub-section 2.2.3 and 2.2.4 shall be rehicle combinations including trailers or semi-trailers w a maximum authorised weights provided for in Sub-sect shall be increased by 0,5 tonnes.	increased by cles the maximum be increased by with zero-emission ion 2.2.1, 2.2.2,

2.3.3	3 Three-axle motor vehicles:	25 tonnes
2.3.4	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 fitted with twin tyres and the maximum weight of each axle does not exceed 9,5 tonnes.	26 tonnes
2.3.		32 tonnes
2.3.0	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	40 tonnes
1	exceed 9,5 tonnes.	ion <b>mater</b>
vehi of Su tech In th	e case of alternatively fuelled <i>motor</i> vehicles other than zero-emiss cles, the maximum authorised weights provided for in points 2.3.1, ub-section 2.3 shall be increased by the additional weight of the alternology with a maximum of 1 tonne.	2.3.3 and 2.3.4 ernative fuel
vehi of Su tech In th for i	e case of alternatively fuelled <i>motor</i> vehicles other than zero-emiss cles, the maximum authorised weights provided for in points 2.3.1, ub-section 2.3 shall be increased by the additional weight of the alter nology with a maximum of 1 tonne.	2.3.3 and 2.3.4 ernative fuel
vehi of Su tech In th for i 2.4 Three-axl	e case of alternatively fuelled <i>motor</i> vehicles other than zero-emissicles, the maximum authorised weights provided for in points 2.3.1, ub-section 2.3 shall be increased by the additional weight of the alternology with a maximum of 1 tonne. The case of zero-emission <i>motor</i> vehicles, the maximum authorised with a Sub-section 2.3 shall be increased by 2 tonnes.	2.3.3 and 2.3.4 ernative fuel veights provided
2.4 Three-axl 2.5 Four-axl in th vehi incro max In th	The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission cles, the maximum authorised weights provided for in points 2.3.1, ub-section 2.3 shall be increased by the additional weight of the alternology with a maximum of 1 tonne. The case of zero-emission <i>motor</i> vehicles, the maximum authorised weights by 2 tonnes. The articulated buses The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission <i>cles</i> , the maximum authorised by 2 tonnes. The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission <i>cles</i> , the maximum authorised <i>weights</i> provided for in <i>Sub-sections</i> cles, the maximum authorised <i>weights</i> provided for in <i>Sub-sections</i> cles, the maximum authorised <i>weights</i> provided for in <i>Sub-sections</i> cles, the additional weight required for the alternative fuel tech imum of 1 tonne. The case of zero-emission <i>motor</i> vehicles the maximum authorised <i>weights</i> provided for in <i>Sub-sections</i> cles, the additional weight required for the alternative fuel tech imum of 1 tonne.	<ul> <li>2.3.3 and 2.3.4 ernative fuel</li> <li>veights provided</li> <li>28 tonnes</li> <li>32 tonnes</li> <li>sion motor</li> <li>5.4 and 2.5 are</li> <li>anology with a</li> </ul>
vehi of Si tech In th for i 2.4 Three-axl 2.5 Four-axle In th vehi incre max In th for i	The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission cles, the maximum authorised weights provided for in points 2.3.1, ab-section 2.3 shall be increased by the additional weight of the alternology with a maximum of 1 tonne. The case of zero-emission <i>motor</i> vehicles, the maximum authorised we not sub-section 2.3 shall be increased by 2 tonnes. The articulated buses The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission <i>e</i> case of alternatively fuelled <i>motor</i> vehicles other than zero-emission articulated buses The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission articulated buses The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission articulated buses The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission articulated buses The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission articulated buses The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission articulated buses The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission articulated buses The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission are assed by the additional weight required for the alternative fuel technimum of 1 tonne. The case of zero-emission <i>motor</i> vehicles the maximum authorised <i>w</i> in <i>Sub-sections</i> 2.4 <i>and</i> 2.5 <i>are</i> increased by 2 tonnes.	<ul> <li>2.3.3 and 2.3.4 ernative fuel</li> <li>veights provided</li> <li>28 tonnes</li> <li>32 tonnes</li> <li>sion motor</li> <li>2.4 and 2.5 are</li> <li>anology with a</li> <li>reights provided</li> </ul>
vehi of Si tech In th for i 2.4 Three-axl 2.5 Four-axl In th vehi incre max In th for i 3 Maximum a	The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission cles, the maximum authorised weights provided for in points 2.3.1, ub-section 2.3 shall be increased by the additional weight of the alternology with a maximum of 1 tonne. The case of zero-emission <i>motor</i> vehicles, the maximum authorised weights by 2 tonnes. The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission <i>e articulated buses</i> The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission <i>motor</i> vehicles other than zero-emission <i>e articulated buses</i> The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission <i>seased</i> by the additional weight required for the alternative fuel tech imum of 1 tonne. The case of zero-emission <i>motor</i> vehicles the maximum authorised <i>weights</i> provided for in <i>Sub-sections</i> and <i>tonne</i> . The case of zero-emission <i>motor</i> vehicles the maximum authorised <i>weights</i> are case of zero-emission <i>motor</i> vehicles the maximum authorised <i>weights</i> are case of zero-emission <i>motor</i> vehicles the maximum authorised <i>weights</i> are case of zero-emission <i>motor</i> vehicles the maximum authorised <i>weights</i> are increased by 2 tonnes.	<ul> <li>2.3.3 and 2.3.4 ernative fuel</li> <li>veights provided</li> <li>28 tonnes</li> <li>32 tonnes</li> <li>sion motor</li> <li>2.4 and 2.5 are</li> <li>anology with a</li> <li>reights provided</li> </ul>
vehi of Si tech In th for i 2.4 Three-axl 2.5 Four-axle In th vehi incre max In th for i 3 Maximum a 3.1 Single axl	The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission cles, the maximum authorised weights provided for in points 2.3.1, ub-section 2.3 shall be increased by the additional weight of the alternology with a maximum of 1 tonne. The case of zero-emission <i>motor</i> vehicles, the maximum authorised we in Sub-section 2.3 shall be increased by 2 tonnes. The articulated buses The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission <i>attriculated buses</i> The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission cles, the maximum authorised <i>weights</i> provided for in <i>Sub-sections</i> are case of alternatively fuelled <i>motor</i> vehicles other than zero-emission articulated buses The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission articulated buses The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission articulated buses The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission articulated buses The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission articulated buses The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission articulated buses The case of zero-emission <i>motor</i> vehicles the maximum authorised <i>w</i> in <i>Sub-sections</i> 2.4 <i>and</i> 2.5 <i>are</i> increased by 2 tonnes. The case of zero-emission <i>motor</i> vehicles referred to in Article 1 (1), point article axies weight of the vehicles referred to in Article 1 (1), point articles are case of the motor of the vehicles referred to in Article 1 (1), point articles are case of the point of the vehicles referred to in Article 1 (1), point are case of the point of the vehicles referred to in Article 1 (1), point are case of the point of the vehicles referred to in Article 1 (1), point are case of the point of the vehicles referred to in Article 1 (1), point are case of the point of the vehicles referred to in Article 1 (1), point are case of the point a	<ul> <li>2.3.3 and 2.3.4 ernative fuel</li> <li>veights provided</li> <li>28 tonnes</li> <li>32 tonnes</li> <li>sion motor</li> <li>2.4 and 2.5 are</li> <li>anology with a</li> <li>reights provided</li> </ul>
2.4 Three-axi 2.4 Three-axi 2.5 Four-axie In th vehi incre max In th for i 3 Maximum a 3.1 Single axi Sing	The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission cles, the maximum authorised weights provided for in points 2.3.1, ub-section 2.3 shall be increased by the additional weight of the alternology with a maximum of 1 tonne. The case of zero-emission <i>motor</i> vehicles, the maximum authorised weights by 2 tonnes. The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission <i>e articulated buses</i> The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission <i>motor</i> vehicles other than zero-emission <i>e articulated buses</i> The case of alternatively fuelled <i>motor</i> vehicles other than zero-emission <i>seased</i> by the additional weight required for the alternative fuel tech imum of 1 tonne. The case of zero-emission <i>motor</i> vehicles the maximum authorised <i>weights</i> provided for in <i>Sub-sections</i> and <i>tonne</i> . The case of zero-emission <i>motor</i> vehicles the maximum authorised <i>weights</i> are case of zero-emission <i>motor</i> vehicles the maximum authorised <i>weights</i> are case of zero-emission <i>motor</i> vehicles the maximum authorised <i>weights</i> are case of zero-emission <i>motor</i> vehicles the maximum authorised <i>weights</i> are increased by 2 tonnes.	<ul> <li>2.3.3 and 2.3.4 ernative fuel</li> <li>veights provided</li> <li>28 tonnes</li> <li>32 tonnes</li> <li>sion motor</li> <li>2.4 and 2.5 are</li> <li>anology with a</li> <li>reights provided</li> </ul>

3.6	2 1,3 m or greater but less than 1,8 m (1,3 ≤ d < 1,8)	24 tonnes
3.6	1 less than 1,3 m (d < 1,3)	21 tonnes
	sum of the axle weights per tri-axles must not exceed, if the dist axles is:	ance (d) betwee
Tri-axles	of motor vehicles	
	weights per tandem axle shall be increased by 1 tonne.	
	emission motor vehicles, the maximum sum of the axle	
	axle is fitted with twin tyres and where the maximum weight for each axle does not exceed 9,5 tonnes. <i>In case of zero</i> -	
	within the Union as defined in Annex II, or where each driving	
	suspension or suspension recognised as being equivalent	
	Where the driving axle is fitted with twin tyres and air	19 tonnes
3.5	<ul> <li>3 1,3 m or greater but less than 1,8 m (1,3 ≤ d &lt; 1,8)</li> </ul>	18 tonnes
3.5	2 1,0 m or greater but less than 1,3 m (1,0 ≤ d < 1,3)	16 tonnes
3.5	1 less than 1 m (d < 1,0)	11,5 tonnes
	sum of the axle weights per tandem axle must not exceed, if the c ween the axles is:	instance (d)
	axles of motor vehicles	listence (d)
3.4		12,5 tonnes
3.4		12,5 tonnes
	2.2.1 and 2.2.2	
3.4	<ul><li>2.4 other than zero-emission vehicles</li><li>Driving axle of zero-emission vehicles referred to in points</li></ul>	12,5 tonnes
3.4	5	11,5 tonnes
Driving a	xle	
3.3	2 over 1,3 m and up to 1,4 m (1,3 <d 1,4)<="" td="" ≤=""><td>24 tonnes</td></d>	24 tonnes
3.3	1 1,3 m or less (d ≤ 1,3)	21 tonnes
	s is:	(-)
The	sum of the axle weights per tri-axle must not exceed, if the distan	ce (d) between
Tri-axles	of trailers and semi-trailers	
3.2	4 1,8 m or more (1,8 ≤ d)	20 tonnes
3.2	3 between 1,3 m and less than 1,8 m (1,3 ≤ d < 1,8)	18 tonnes
3.2	2 between 1,0 m and less than 1,3 m (1,0 $\leq$ d < 1,3)	16 tonnes

4.1 All	vehicles
	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
4.2 Roa	ad trains
	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
4.3 Ma	ximum authorised weight depending on the wheelbase
	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
4.4 Ser	ni-trailers
	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

Or. en

## Justification

The 2 tonne allowance provided to vehicle combinations including trailers or semi-trailers with zero-emission technology is excessive and is not what market operators have asked for and who have said that 0,5 tonnes is sufficient. It is also going to add excessive weight to vehicles with implications for wear and tear on road infrastructure and on road safety, particularly if it is cumulative.