



Joint Position Paper

FinMobility and Swedish Confederation of Transport Enterprises

Weights and Dimensions Directive (96/53/EC)

We believe that the possibilities of Member States to authorise circulation within their territories of vehicles with higher weights (Article 4.2) and dimensions (Article 4.4) should remain unchanged also if a general increase in weights and dimensions were to be achieved. Traffic conditions vary considerably between different Member States and therefore the possibilities of improving energy efficiency and sustainability by using larger and heavier lorries should remain.

The possibilities to authorise larger and heavier vehicles must be technology neutral. Zero emission heavy duty vehicles remain a distant prospect in time – 2035 or 2040 is mentioned as a realistic timing for imposing a zero-emission requirement for all new heavy-duty vehicles. Therefore, in terms of efficiency and sustainability gains, the result of preferential treatment of zero emission vehicles is likely to be negative compared to technologically neutral provisions.

We propose that a simple and clear provision is included in the Directive authorising cross border traffic between countries with larger and heavier vehicles and vehicle combinations that are allowed on both sides of a border, without any limitation as to the number of frontiers that may be crossed or any need for an agreement or authorisation.

As with national traffic, this right should be technologically neutral.

We fully support separate measures to adjust the weights and dimensions directive to facilitate the uptake of zero emission vehicles by ensuring that they can operate on a level playing field.

Background

Directive 96/53/EC (the Directive) sets standards for the weights and dimensions of heavy-duty vehicles in national and international transport to ensure the free movement of goods. The revision aims to tackle the fragmentation of the market for the use of heavier and longer vehicles due to the regulatory and administrative patchwork, the insufficient uptake of alternative fuels and zero-emission vehicles and inefficient and inconsistent enforcement of cross-border transport rules. The main objectives of the revision of the Directive are a greener road transport sector, free movement of goods and fair competition by removing regulatory and market barriers, clearer and easier to follow rules for cross border transport and improved road safety.

About us:

FinMobility is the leading joint EU representative of Finnish employers' and business organisations in the transport sector in Brussels. Its member organisations in Finland are Employers' Federation of Road Transport (ALT), Finnish Transport and Logistics (SKAL), The Finnish Bus and Coach Association (LAL), The Finnish Taxi Owners' Federation, The Finnish Central Organisation for Motor Trades and Repairs (AKL), The Infra Contractors Association (INFRA), The Finnish Driving Schools Association, The Association of Logistics Enterprises (LL) and Finnish Road Association.

www.finmobility.eu

The Swedish Confederation of Transport Enterprises (in Swedish Transportföretagen) is an umbrella organisation for associations and companies in the transportation sector. We represent 9 200 companies with around 205 000 employees. We work locally as well as internationally to support our members and to meet their varying requirements especially in the field of collective agreements and labour law. The Swedish Confederation of Transport Enterprises is a part of the Confederation of Swedish Enterprise.

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