

Weight & Dimensions Directive: Prioritising Decarbonisation.

As the European Parliament and the Council enter triologue negotiations on the revision of the Weights and Dimensions Directive (96/53/EC), the Platform for Electromobility calls on co-legislators to ensure that this file serves as a powerful accelerator for the transition to zero-emission transport of goods and safeguard a level-playing-field across all electric modes. The core objective of this revision must be clear: any necessary, additional allowances in weight or dimensions must be reserved exclusively for zero-emission vehicles (ZEVs) and intermodal transport operations without undermining rail and combined transport competitiveness.

1. Benefits must be exclusive to ZEVs and intermodal transport

The Platform supports the direction taken in the Council's General Approach, which aligns more closely with the principle of "green incentives" that remain targeted without leading to a shift from rail to road.

- **Targeted Incentives:** The Council's proposal for Article 4b correctly focuses on allowing zero-emission motor vehicles and intermodal combinations to cross borders with weights exceeding standard limits where this demonstrably supports intermodal transport and does not create infrastructure incompatibilities, and provided they respect national limits on both sides.
- **ZEV Bonus:** We support inclusion of additional weight allowance for zero-emission trucks in order to compensate for battery weight, incentivize fleet renewal, and are subject to regular review.

WHAT IS THE PLATFORM FOR ELECTROMOBILITY?

A unique alliance of Europe-based producers, infrastructure managers, operators, transport users, cities and environmental civil society organisations from across industries and transport modes, collaborating to reach a sustainable, multimodal transport system in which people and goods are moved across land in Europe using exclusively fossil-free electricity. We unite all sectors constituting the electromobility ecosystem to pragmatically ensure the conditions for the full decarbonation of new light-duty vehicles by 2035, and build a sustainable European zero-emission transport system by collectively sharing their expertise, challenges and solutions.

- **No "Free Pass" for Diesel:** In contrast, the European Parliament's position includes a "sunset clause" (Recital 12) that would allow 44-tonne fossil-fuel (diesel) trucks to circulate in cross-border traffic until 31 December 2034, risking a significant reverse modal shift and weakening the business case for zero-emission transport investments.

2. Benefits must be exclusive to ZEVs and intermodal transport

To make electric trucking viable, the directive must accommodate the technical needs of ZEVs:

- **Length Derogations:** We support the expansion of the 0.90-meter extension for articulated ZEVs to an unlimited length derogation, provided this does not compromise interoperability with intermodal terminal or rail operations, and as long as the turning circle requirement is met, as proposed by the European Parliament.
- **Weight allowance only for zero-emission trucks:** Both the Council and the European Parliament clarified that increased weight allowance is not allowed in combinations of a diesel truck with a zero-emission trailer. Clear enforcement mechanism is needed to prevent circumvention of weight limits and ensure consistent application across Member States.

3. A Call for urgent conclusion under the Cypriot Presidency

This legislative file has been under discussion for far too long, creating investment uncertainty for transport operators and manufacturers alike.

- We urge the negotiating teams to reach a swift agreement and conclude the dialogues under the Cypriot Presidency.
- **Market Readiness:** The industry needs a stable regulatory framework to scale up the production and deployment of zero-emission trucks. Every month of delay is a month where diesel remains the default choice for logistics.

CONCLUSION

The Weights and Dimensions Directive is a key enabler for reaching targets set out in the HDV CO₂ standards. We urge co-legislators to adopt the Council's restrictive approach to 44-tonne cross-border traffic—limiting it to ZEVs and intermodal—while incorporating the Parliament's focus on length derogations.