



EUROPEAN COMMISSION

Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs  
Single Market Enforcement  
Notification of Regulatory Barriers

Message 201

Communication from the Commission - TRIS/(2023) 2895

Directive (EU) 2015/1535

Notification: 2023/0511/DK

Forwarding of the response of the Member State notifying a draft (Denmark) to request for supplementary information (INFOSUP) of European Commission.

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1. MSG 201 IND 2023 0511 DK EN 27-11-2023 17-10-2023 DK ANSWER 27-11-2023

2. Denmark

3A. Danish Road Traffic Authority

3B. Danish Road Traffic Authority

4. 2023/0511/DK - T40T - Urban and road transport

5.

6. Request for supplementary information Notification 2023/511/DK

Within the framework of the notification procedure laid down by Directive (EU) 2015/1535, the Danish authorities notified to the Commission on 24 August 2023 the draft "Order amending the Order on detailed regulations for vehicle fittings and equipment" (hereinafter, 'the notified draft').

In order to allow the Commission services to complete their analysis under the relevant provisions of EU law, the Danish authorities are kindly invited to reply to the following request for supplementary information:

Points 1 to 4 (extra length)

According to the Council Directive 96/53/EC (Weights and Dimensions Directive or WDD), trailers, articulated vehicles and road trains cannot exceed in circulation 12m, 16.5m and 18.75m, respectively. When increasing the length of trailers or semi-trailers by ~1.4m, the payload needs to fall under one of the derogations that allow for such increase in length.

Namely, Article 4 (4)(a) (local operations that do not significantly affect international competition), Article 4(4)(b) (allowing European Modular Systems authorised in Denmark with at least the same loaded length granted) or Article 4.5 (trials with vehicles incorporating new technologies or new concepts).

Could the Danish authorities indicate which legal basis was used for each derogation, and

- if the legal basis is Article 4 (4)(a), could the Danish authorities indicate what are the circumstances in which these longer vehicles or vehicle combinations are used that are not normally carried out by vehicles from other Member States, e.g. if their operations are linked to logging and the forestry industry?;

☐ The legal basis is Article 4. (4)(a). Denmark does not exclude any specific industries from the possibility to make use of these longer vehicles or vehicle combinations. These longer vehicles or vehicle combinations are one of the tools to bring down the CO2 emissions nationally, by carrying more goods with less vehicles. The vehicles and vehicle combinations will only be used in local operations that will not affect international competition.

The vehicles and vehicle combinations must still comply with the turning circle rule.

- if the legal basis is Article 4(4)(b), could the Danish authorities accredit that the European Modular Systems authorised



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in Denmark allow to achieve the same loaded length as these longer vehicles or vehicle combinations, unless the derogation requires that no extra length capacity was granted?;

☐ According to Article 4(4)(b). Denmark allows at least the same loading length accredited the European Modular Systems authorised in Denmark. However, the derogations does not grant extra loading length exceeding the maximum set out in Council Directive 96/53/EC, Annex 1, point 1.7:

"Maximum distance measured parallel to the longitudinal axis of the road train from the foremost external point of the loading area behind the cabin to the rearmost external point of the trailer of the combination, minus the distance between the rear of the drawing vehicle and the front of the trailer: 15,65 m"

The vehicles and vehicle combinations must still comply with the turning circle rule.

- if the measure is designed as a trial under Art. 4(5), could the Danish authorities indicate the duration and geographical scope of the trial (trials can only carry out local operations for a trial period)?.

☐ The measures are not designed as a trial but should be permitted under our national regulation of our Domestic rules for Weight and Dimensions in Denmark.

It can also be indicated that point 3 (increased length for articulated vehicles where the truck is alternatively fuelled) could also make use of the derogation envisaged by Article 9a of the WDD, which allows longer trucks without length limitation (without prejudice of the compliance with the turning circle rule), as long as the cabs are more aerodynamic, safer and more comfortable for the driver. Article 9a of the WDD allows the use of these trucks in national and in international transport.

☐ Denmark agrees on the use of trucks with aerodynamic cabs, also in vehicle combinations within the Domestic rules for Weight and Dimensions.

The vehicles and vehicle combinations must still comply with the turning circle rule.

Points 5 to 11 (extra weight):

Member States may authorise the circulation within their territories for national transport of vehicles and vehicles combinations exceeding the maximum weights set out in Annex I to the WDD.

In this connection, could the Danish authorities confirm that this possibility, as envisaged by points 5 to 11, is limited to "national transport" and if this is the case, make it clear in the notified draft?

☐ The Danish authorities confirm that the increased weights are limited to national transport in Denmark. The framework for this national regulation is intended to regulate vehicles performing transportation nationally.

The Danish authorities are kindly invited to reply by 16 October 2023.

1 OJ L 241, 17.9.2015, p. 1.

2 OJ L 235, 17.9.1996, p. 59.

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European Commission

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