



EUROPEAN COMMISSION

Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs

Single Market Enforcement

Notification of Regulatory Barriers

Notification Number : 2023/0511/DK (Denmark)

**Increase in the maximum permissible weight for lorries with four axles
The draft Order provides that the maximum permissible weight for
lorries with four axles is increased from 32 000 kg to 36 000 kg,
depending on axle configuration and axle spacing.**

Date received : 24/08/2023

End of Standstill : 27/11/2023 (closed)

Message

Message 001

Communication from the Commission - TRIS/(2023) 2474

Directive (EU) 2015/1535

Notification: 2023/0511/DK

Notification of a draft text from a Member State

Notification - Notificación - Notifizierung - Нотификация - Oznámení - Notifikation - Γνωστοποίηση - Notificación - Teavitamine - Ilmoitus - Obavijest - Bejelentés - Notifica - Pranešimas - Paziņojums - Notifika - Kennisgeving - Zawiadomienie - Notificação - Notificare - Oznámenie - Obvestilo - Anmälan - Fógra a thabhairt

Does not open the delays - N'ouvre pas de délai - Kein Fristbeginn - Не се предвижда период на прекъсване - Nezahajuje prodlení - Fristerne indledes ikke - Καμμία έναρξη προθεσμίας - No abre el plazo - Viivituste perioodi ei avata - Määräaika ei ala tästä - Ne otvara razdoblje kašnjenja - Nem nyitja meg a késéset - Non fa decorrere la mora - Atidējimai nepradedami - Atlikšanas laikposms nesākas - Ma jiftaħ il-perijodi ta' dewmien - Geen termijnbegin - Nie otwiera opóźnień - Não inicia o prazo - Nu deschide perioadele de stagnare - Nezačína oneskorenia - Ne uvaja zamud - Inleder ingen frist - Ní osclaíonn sé na moilleanna

MSG: 20232474.EN

1. MSG 001 IND 2023 0511 DK EN 24-08-2023 DK NOTIF

2. Denmark

3A. Erhvervsstyrelsen
Langelinie allé 17
2100 København Ø
Danmark
+45 35 29 10 00
notifikation@erst.dk

3B. Færdselsstyrelsen
Sorsigvej 30
6760 Ribe
Danmark



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+45 72 21 88 99

info@fstyr.dk

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

5. Order amending the Order on detailed regulations for vehicle fittings and equipment

6. N2/N3 lorries, O3/O4 trailers/semi-trailers and combinations of vehicles used for national road freight transport.

7.

8. The draft contains the following amendments to the national rules on the approval of vehicles:

1. Increase in length for semi-trailers and semi-trailer combinations

The draft Order provides that the length of semi-trailers and semi-trailer combinations is increased by 1.38 m, provided that the applicable turning circle requirements are complied with.

2. Increase in vehicle combination length for semi-trailer combinations with loader cranes

The draft Order provides that the vehicle combination length for semi-trailer combinations with loader cranes above 8 tm is increased by up to 2 m, provided that the applicable turning circle requirements are complied with and that the loading area length is not increased.

3. Increase in vehicle combination length for semi-trailer combinations, where the lorry is powered by zero-emission technology or fuels that constitute an alternative to diesel

The draft Order provides that the vehicle combination length for semi-trailer combinations where the lorry is powered by zero-emission technology or fuels which are an alternative to diesel is increased by up to 2 m, provided that the applicable turning circle requirements are complied with and that the loading area length is not increased.

4. Increase in vehicle combination length for lorries with trailers with loader cranes above 8 tm

The draft Order provides that the vehicle combination length with trailers with loader cranes above 8 tm is increased by up to 2 m, provided that the applicable turning circle requirements are complied with and that the loading area length is not increased.

5. Increase in the maximum permissible weight for lorries with four axles

The draft Order provides that the maximum permissible weight for lorries with four axles is increased from 32 000 kg to 36 000 kg, depending on axle configuration and axle spacing.

6. Increase in the maximum permissible weight for lorries with five axles

The draft Order provides that the maximum permissible weight for lorries with five axles is increased from 32 000 kg to 42 000 kg, depending on axle configuration and axle spacing.

7. Increase in the maximum permissible weight for vehicle combinations with three axles

The draft Order provides that the maximum permissible weight for lorries with two axles is increased from 18 000 kg to 20 000 kg when the lorry is part of a vehicle combination.

8. Increase in the maximum permissible weight for vehicle combinations with four axles

The draft Order provides that the maximum permissible weight for lorries with two axles is increased from 18 000 kg to 20 000 kg when the lorry is part of a vehicle combination.



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9. Increase in the permissible weight for vehicle combinations with five axles

The draft Order provides an increase in the permissible vehicle combination weight for vehicle combinations with five axles from 44 000 kg to 47 000 kg. At the same time, the maximum permissible weight for trailers with three axles and the maximum total axle load in a group of three axles for trailers shall be increased from 24 000 kg to 27 000 kg, depending on the axle spacing.

10. Increase in the maximum permissible weight for vehicle combinations with six axles where the lorry has four axles

The draft Order provides that the permissible vehicle combination weight for vehicle combinations with six axles, where the lorry has four axles, is increased from 50 000 kg to 52 000 kg.

11. Increase in the maximum permissible weight for vehicle combinations with six axles, where the lorry has three axles

The draft Order provides that the permissible vehicle combination weight for vehicle combinations with six axles, where the lorry has three axles, is increased from 50 000 kg to 53 000 kg.

9. The Order on the detailed regulations for vehicles is amended

on the basis of a political agreement on the introduction of kilometre-based tolls in Denmark.

The purpose of the amendments is to initiate a number of measures on increased weight and length for lorries and vehicle combinations for freight transport by road.

The measures will allow for more efficient freight transport with individual vehicle combinations, with a view to reducing CO2 emissions per freight transported.

In addition, the measures contain a number of changes that support the transition to low- and zero-emission operation, by providing more space for low- and zero-emission technology (e.g. batteries, tank refrigeration systems, etc.).

10. References in the basic text: No basic text(s) are available

11. No

12.

13. No

14. No

15. No

16.

TBT aspects: No

SPS aspects: No

European Commission

Contact point Directive (EU) 2015/1535

email: grow-dir2015-1535-central@ec.europa.eu