

## PRESS RELEASE

### Gigaliner: Revision proposal of Directive 96/53 does not meet expectations

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The new proposal from the European Commission to revise Directive 1996/53 fails to clarify the public dispute concerning longer and heavier vehicles (LHVs, or ‘megatrucks’).

By constituting the critically considered re-interpretation of the hitherto existing regulation, the new proposal will allow vehicles which exceed the current European truck limits of 40 tonnes (44 tonnes if part of combined transport) and 18.75m in length to cross borders between countries within Europe if both countries agree.

Bernd Opolka, President of the European Automobile Clubs EAC, calls for amendment: "With this proposal the European Commission opens the gateway for a Europe-wide admission of megatrucks. The cross-border use of longer lorries will lead to a ‘domino effect’ that ignores the concerns of millions of road and transport users who are highly worried about road safety."

EAC is also apprehensive about the way this change of policy has been proposed without an impact assessment on its implications. „The allowance of cross-border use of megatrucks is contrary to the Commission’s own agenda for modal shift from road to rail transport and requires huge investment in infrastructure which will be hardly realised. It will be once more the road user who is going to pay the bill, not only by bearing higher safety risks but also by facing a deteriorated road infrastructure”, EAC states.

Representing the interests of more than 3 million people, European Automobile Clubs claims a comprehensive amendment of the proposal that not only aims at narrow limits on weight and dimensions of megatrucks, but also the interdiction of their cross-border use.

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