

Message 901

Communication from the Commission - TRIS/(2025) 2593

Procedure for the provision of information EC - EFTA

Notification: 2025/9029/NO

Notification – Notification – 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 - Nezahtuje 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 késéseket - Non fa decorrere la mora - Atidėjimai 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: 20252593.EN

1. MSG 901 IND 2025 9029 NO EN 23-09-2025 NO NOTIF

2. Norway

3A. Royal Ministry of Trade, Industry and Fisheries
Departement of Trade Policy
P.O. Box 8090, Dep
NO-0032 Oslo
Norway

3B. Norwegian Public Roads Administration, Directorate of Public Roads
Postboks 1010 Nordre Ål
2605 Lillehammer
NORWAY

4. 2025/9029/NO - T40T - Urban and road transport

5. Amendments to Regulations of 28th of June nr. 1233 on approval of cars and cars trailers for public consultation and amendments to Regulations of 25 January 1990 nr. 92 on the use of vehicles

6. Concerning modular road trains and heavy special transport

7.

8. This consultation concerns proposed amendments to regulations that affect both the national approval of vehicles with regard to their towbars, as well as their use of such vehicles as part of a modular road train or for heavy special transports.

The Norwegian Public Roads Administration proposes amendments to the provisions on the installation of couplings in Appendix 1, item 1 of the Motor Vehicle Regulations. F12, with associated additions to Chapter 10 on national alternative requirements for individual approval.

Furthermore, amendments and new provisions are also proposed to Section 1-2 and Chapter 4 of the Regulations on the coupling of car and trailer with regard to the strength of the trailer coupling.

9. The Norwegian Public Roads Administration is constantly working to develop the regulations to keep up with the technical development for the approval of vehicles, and the development in society in general with regard to the need for increasingly efficient and environmentally friendly transport solutions. The Norwegian Public Roads Administration wants to develop and manage a future-oriented regulatory framework that safeguards road safety and sustainability, and that facilitates ensuring a level playing field both nationally and internationally.

This consultation concerns proposed amendments to regulations that affect both the national approval of vehicles with regard to their towbars, as well as their use as part of a modular road train or for heavy special transports. Both the vehicle industry and the Public Roads Administration's dispensation office have reported the need for changes. The need for these amendments is related to the current regulations, where the requirements for the dimensioning and installation of the coupling equipment may influence and limit the maximum approved weight of a vehicle. This, in turn, can restrict the efficient implementation of the aforementioned types of transport.

In the case of individual approval and registration in Norway, permitted weights are usually set similar to the technical ones specified by the manufacturer(s). In most cases, in subsequent steps, fabricators will transfer the technical weights from the chassis manufacturer to become the technical weights for the completed vehicle.

In some cases, current technical regulations are the reason why the coupling devices are oversized with a view to planned use, for example in modular road trains. In other cases, the total weight of towing vehicles, such as tractors for special transport, has been reduced to adapt to the coupling.

The calculation methods in UN Regulation No. 55 for modular road trains will provide a more favourable utilisation of the couplings' capacities for some combinations with several trailers. The calculations used to determine the loads on the couplings in modular road trains involve too many variables for modular road trains to serve as the basis for determining the maximum trailer weights for towing vehicles in general.

Heavy special transports may not be carried out without an exemption from the provisions on the maximum permissible weights used on roads in accordance with Chapter 5 of the Regulations on Use. When the

exemption authority is to process applications for exemptions for heavy special transports, they take into account both the relevant weights of the transport, what the road/bridges can withstand, and the weights with which the vehicles are approved. Today's limitations in the technical approval of vehicles are often an obstacle to using the room for manoeuvre for utilising the road infrastructure in an appropriate and efficient manner.

Common to the issues is that we cannot approve connectors that are undersized in accordance with UN Regulation No. 55, unless there are provisions in place to ensure that the connectors are not overloaded during use. Therefore, a package of amendments is proposed to both the Motor Vehicle Regulations and the Use Regulations.

10. References of the Basic Texts: The basic texts were forwarded with an earlier notification:
2024/9013/NO

11. No

12.

13. No

14. No

15. Yes

16.

TBT aspects: No

SPS aspects: No

European Commission

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