



Mr Apostolos Tzitzikostas  
Commissioner for Sustainable Transport and Tourism  
European Commission  
Rue de la Loi/Wetstraat 200  
1049 Brussels  
Belgium

**By email**

BR1062152/RMA

Brussels, 12 May 2026

**RE: Letter on the trilogue negotiations on the revision of the Weights and Dimensions Directive**

Dear Commissioner Apostolos Tzitzikostas,

We are writing to express our growing concern regarding the slow progress in the trilogue negotiations on the revision of the Weights and Dimensions Directive, and to seek your personal support in helping unlock a constructive agreement on the key considerations outlined below.

The Commission proposed highly important enabling measures for the decarbonisation of road transport. By facilitating more efficient transport operations and addressing key operational barriers to a wider use of zero-emission heavy-duty vehicles, it sends a practical and much-needed signal to operators investing in the transition. While the co-legislators' positions vary on the level of support measures maintained, they both include very valuable improvements compared to the status quo.

In particular, weight incentives such as those relating to the maximum authorised weight for zero-emission vehicles are essential. They reflect a simple operational reality: zero-emission technology can add significant weight, and operators deploying zero-emission vehicles should not be penalised through reduced payload capacity compared to conventional vehicles. Tackling payload and operational efficiency issues would strengthen the total cost of ownership of zero-emission trucks.

We are therefore deeply concerned about the risk of a fatal blockage in the negotiations, which would overshadow the benefits that the proposal would deliver compared to the current framework.

We are also fully conscious of the infrastructure concerns raised by Member States. In this context, we note that the Council approach already reflects a cautious and infrastructure-sensitive compromise, including differentiated treatment depending on axle configuration, while still allowing more meaningful weight incentives for zero-emission vehicles than allowed today. Although less ambitious than the European Parliament's position, it would nevertheless represent tangible progress for many operators investing in zero-emission vehicles and demonstrates that a pragmatic balance between zero-emission support and infrastructure considerations is both possible and already emerging within the negotiations.

Regarding axle-weight discussions, IRU and T&E fully acknowledge that higher driving axle-weight would provide additional benefits and represent the optimal solution from a zero-emission perspective. At the same time, it is important to recognise the diversity of freight operations across the EU. Depending on type of load and its distribution, axle configuration, the nature of the weight incentives for zero-emission vehicles are not equally relevant across all transport segments.

In our view, the worst possible outcome would be the collapse or withdrawal of the proposal altogether. Such an outcome would send a deeply negative signal to the market at a moment when operators are working towards viable total costs of ownership for zero-emission vehicles.

The EU needs tangible decarbonisation success stories. For road transport operators, success is measured in operational feasibility, financial viability and technological practicality. For the EU co-legislators, success is measured in the ability to create the regulatory conditions that make the transition possible in practice.

We therefore encourage a pragmatic approach that allows progress where agreement is possible today, while recognising and accepting the red lines expressed during the negotiations in order not to jeopardise the adoption of a tremendously important regulatory flexibilisation necessary to facilitate the uptake of zero-emission vehicles. If maximum authorised weights and axle-weight incentives remain a blocking issue for certain Member States, agreement around the Council approach could provide a balanced compromise and allow for the possible reconsideration of higher weight incentives in the future. This would already constitute an important regulatory success for zero-emission vehicles and operational efficiency.

We count on your personal support and leadership to help ensure that this important proposal reaches a constructive outcome and continues to provide confidence to operators investing in the transition.

We remain fully available to continue working constructively with the institutions towards a pragmatic agreement that supports both decarbonisation and the competitiveness of the European road transport sector.

Yours sincerely,



Raluca Marian  
Director EU Advocacy/ General Delegate  
IRU Permanent Delegation to the EU



Stef Cornelis  
Director, Fleets and Freight  
T&E

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