

## Open letter to EU Member States on the revision of the Weights and Dimensions Directive

Brussels, 17 July 2025

Dear ambassador,

ACEA, the Common Road Transport Office (BGL, FNTR and NLA) and TLN welcome the Danish EU Presidency's intention to reach a General Approach on the revision of the Weights and Dimensions Directive during its term at the helm of the Council of the European Union.

Europe's road transport companies and commercial vehicle manufacturers are fully committed to doing our part to achieving the EU's ambitious climate neutrality targets. However, in working towards these goals, we are currently facing three major challenges:

- the limited market uptake of zero-emission vehicles in most European markets;
- the insufficient availability of public and private charging and refueling infrastructure for heavy-duty vehicles; and
- the competitive disadvantages zero-emission vehicles, such as battery-electric and hydrogen-powered trucks and buses, face in terms of their total cost of ownership.

The continued delay in adopting a revised Weights and Dimensions Directive is contributing to the slow market uptake of zero-emission vehicles.

In light of this, we urge Member States to **swiftly conclude negotiations and**

1. **prioritise a meaningful revision of weight and axle weight limits to reflect the specific characteristics of zero-emission truck-trailer combinations.** The updated legislation must provide for additional weight and axle allowances to enable a level playing field with conventional vehicles. Without these adjustments, transport operations risk becoming less efficient due to reduced payload capacity.
2. **adopt additional measures that further improve efficiency and support the decarbonisation of road transport.** These should include: facilitating cross-border operations of longer European Modular Concept (EMS)-type vehicle combinations and maintaining existing exemptions to allow cross-border operations even outside the EMS framework between consenting countries with a nationally established practice of doing so, permitting the use of 44-tonne standard vehicle combinations for cross-border transport between Member States that already allow such combinations domestically, which would further improve operational efficiency and finally considering the use of longer semi-trailers, which can deliver immediate CO<sub>2</sub> savings of up to 10%.

We fully acknowledge the differences that exist across Europe - from varying national frameworks and traditions to diverse infrastructures. However, such differences must not stand in the way of further improving the energy efficiency of Europe's road transport sector and facilitating the EU's military mobility needs.

We call on Member States to urgently advance this critical file by enabling swift trilogue negotiations to modernise weights and dimensions rules and thereby supporting the competitiveness of Europe's road transport sector in its transition to climate neutrality.



**ACEA - The European Automobile Manufacturers' Association** represents the 16 major Europe-based car, van, truck and bus makers.

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**NLA - Nordic Logistics Association** is the joint Brussels representation of the leading road haulage associations in the Nordics representing around 14,000 member companies in; Denmark (DTL); Sweden (SÅ) and Norway (NLF) in close cooperation with its associated member in Finland (SKAL).

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**TLN – Transport en Logistiek Nederland** is the business association of transport companies and logistics service providers in the Netherlands. TLN represents 5,000 member companies.

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