



Council of the European Union  
General Secretariat

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**Interinstitutional files:**  
**2023/0265 (COD)**

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WK 10059/2025 ADD 1

LIMITE

TRANS  
CLIMA  
ENV  
COMPET  
CODEC

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## WORKING DOCUMENT

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From:	General Secretariat of the Council
To:	Working Party on Land Transport
N° prev. doc.:	WK 8722/25
N° Cion doc.:	ST 11722/23 INIT + ADD 1 - 5
Subject:	Proposal for a Directive of the European Parliament and of the Council amending Council Directive 96/53/EC laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic - Presidency non-paper = Comments from Austria

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Delegations will find, attached, comments from Austria on the above-mentioned document.

### **Austrian Position**

#### **to the Presidency non paper on the Proposal for a Directive of the European Parliament and of the Council amending Council Directive 96/53/EC laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic (WK 8722/2025 INIT)**

- According to the Presidency's proposal, combinations with e-trailers with 2 t “additional weight” are to be favored. Austria is extremely critical of this equalization of vehicles. It is to be feared that the proportion of vehicles with maximum weights will increase very quickly without achieving equivalent environmental effects.
- For some truck configurations, there is no longer any difference between intermodal and conventional transport in terms of maximum weight. Austria considers this equalization to be extremely questionable, as the “bonus” for combined transport would be lost and it would lead to even more distortion of competition between rail and road.  
The loss of this incentive would be a fatal deterioration for intermodal transport. This applies in particular to the vehicle combination most frequently used in combined transport (2-axle towing vehicle with 3-axle semi-trailer). In order to promote the combination of road and rail, the “intermodal bonus” must be retained in any case.
- The use of weight controls, in particular vehicle-based systems, is seen as sensible by Austria, provided this can be implemented technically. The more effective control of maximum weights by vehicle-based systems should be incentivized even more; for EMS, these should be mandatory. They could be used in addition to infrastructure-based systems.
- Austria considers it essential to maintain the maximum axle load of 11.5 t, particularly for reasons of the massive impact on the road infrastructure.