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WORKING DOCUMENT

From:	General Secretariat of the Council
To:	Working Party on Land Transport
N° prev. doc.:	14619/1/25 REV1
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Subject:	Amended proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 1999/62/EC, Council Directive 1999/37/EC and Directive (EU) 2019/520 as regards the CO2 emission class of heavy-duty vehicles with trailers and clarifying and simplifying certain provisions - Presidency compromise = Comments from Austria

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

Statement from **Austria** regarding the Amended proposal for a Directive of the European Parliament and of the Council amending Directive 1999/62/EC, Council Directive 1999/37/EC and Directive (EU) 2019/520 as regards the CO₂ emission class of heavy-duty vehicles with trailers and clarifying and simplifying certain provisions **(2023/0134 (COD) – 14619/1/25 REV 1)**

The efforts to further clarify the provisions on CO₂-based tolling and to ensure their coherence with other relevant legal acts are still welcomed. With regard to the most recent amendments, AT maintains the position expressed at the last Working Party on Land Transport on 13th January 2026.

1. Austria remains concerned about the implementation and application periods in **Article 7ga (1)**. It remains unclear how the application dates correspond to the two-year implementation period for Member States, given the fact that the Directive needs transposition into national law. In this context, we would welcome clarification on the intended interpretation and whether this may, where appropriate, be further specified.
2. Further, Austria remains concerned about the continued short implementation period of six months provided in **Article 7ga (2)**. Given the need to first transpose the Directive into national law, this timeframe appears challenging from a legal and administrative perspective. Austria therefore would be in favour of an implementation period of at least 12 months.
3. From Austria's perspective, the proposed amendments to **Article 7ga (1) + (2)** underline the importance of a simultaneous application date of the provisions across Member States. The wording of the provision in Article 7ga (2) refers to a deadline "at the latest by", which may allow Member States to apply the rules - i.e. the reclassification of certain vehicles - at different points in time. Such an approach could lead to inconsistencies in vehicle classification across toll domains, both within and between Member States. This, in turn, may affect the consistent functioning of the European Electronic Toll Service (EETS).