

UNLOCKING THE EU'S GREENING FREIGHT PACKAGE

ADVANCING THE WEIGHTS AND DIMENSIONS AND COMBINED TRANSPORT DIRECTIVES

The European Commission's Greening Freight Package aims to play an essential role in the transition towards more sustainable, efficient, and competitive European freight transport. As the package's underlying basis, the Single Market principles and freedoms are upheld in the proposals – the imperative called for by the Letta and Draghi reports. The Package, inter alia comprising revisions of the Weights and Dimensions (W&D) Directive¹ and the Combined Transport (CT) Directive², was first published in July 2023 and further complemented in November 2023. Two years on, progress on the Weights and Dimensions Directive has been slow. Legislative work on the Combined Transport Directive has come to a standstill – a situation now compounded by the Commission's surprise announcement to withdraw the proposed amendment, as announced in its 2026 work programme³.

Meanwhile, Europe's transport market is deeply fragmented, with diverging national rules and persisting cross-border barriers hampering the efficiency of EU transport and logistics services. This significantly weakens the efficiency and competitiveness of the EU's industry and of a sector that is the backbone of the Single Market, enabling the free movement of goods, services, and people.

BusinessEurope therefore urges the European Commission and the co-legislators to advance and complete the legislative work on the W&D Directive and the CT Directive with urgency and ambition, and to do so in parallel and close coordination to guarantee regulatory coherence. Swift adoption is essential to provide legal certainty for transport companies and operators, to enable the sector to benefit from long-awaited reforms, and to deliver a truly integrated, harmonised and predictable framework for freight transport in Europe. Moreover, the package's full potential to drive the transport sector's decarbonisation should be realised – by effectively implementing its rules, ensuring the necessary enabling conditions, creating appropriate incentives, and removing structural barriers –, before considering additional targets for the sector's transition, for example on corporate fleets.

REVISION OF THE WEIGHTS AND DIMENSIONS DIRECTIVE

Revising the W&D Directive is crucial for improving the EU's industry's competitiveness by promoting efficient transport operations, facilitating intermodal transport and removing persisting cross-border barriers in European transport. The harmonisation and optimisation of weights and dimensions have the potential to reduce CO₂ emissions, alleviate driver shortages, and improve infrastructure use.

¹ European Commission COM(2023) 445/2, [Proposal for a Directive](#) of the European Parliament and of the Council amending Council Directive 96/53/EC, COM(2023) 445/2.

² COM (2023) 702 final, [Proposal for a Directive](#) amending Council Directive 92/106/EEC as regards a support framework for intermodal transport of goods and Regulation (EU) 2020/1056 as regards calculation of external costs savings and generation of aggregated data.

³ COM (2025) 870 final, Commission work programme 2026.

In light of ongoing negotiations, BusinessEurope⁴ calls on the co-legislators to:

- Avoid leaving room for certain market fragmentation practices at national level. Member States should not be allowed to introduce rules that create inconsistent conditions across borders and undermine the Single Market.
- Ensure that when Member States authorise higher weight limits or longer vehicles nationally, these configurations are equally and automatically allowed in cross-border transport, without requiring bilateral agreements. This should also apply to the cross-border use of European Modular Systems (EMS).
- Uphold the principle of technological neutrality and allow heavier zero- as well as non-zero-emission vehicles, including low-emission vehicles, in cross-border transport beyond 2034, given the gradual market uptake of zero-emission fleets and the deployment of the necessary infrastructure.
- Support the uptake of innovative and zero-emission vehicle technologies by ensuring that regulatory requirements do not unintentionally disadvantage them regarding payload capacity, and avoid imposing additional compliance costs.
- Promote intermodal transport by allowing additional weight for vehicles involved in such operations and by ensuring intermodal compatibility of vehicles.

AMENDMENT OF THE COMBINED TRANSPORT DIRECTIVE

More than thirty years after its adoption, the current legislative framework for combined transport has become outdated and ambiguous, leading to barriers and diverging interpretations at national level. Modernising the CT Directive is crucial to incentivise the uptake of sustainable transport options and reduce regulatory, operational and administrative barriers between Member States.

BusinessEurope⁵ calls on the European Commission and the co-legislators to:

- Urgently proceed with the amendment of the CT Directive to ensure effective and consistent support for intermodal transport. Withdrawing the amendment, as announced in the 2026 Commission work programme, sends a concerning signal about the EU's commitment to a truly integrated Single Market for transport and the decarbonisation of the sector.
- Extend the Directive's scope to cover all intra-EU intermodal transport operations - beyond cross-border combined transport operations -, update the definition of combined transport, and clarify the principles for eligibility. If eligibility is to be based on avoided externalities, it must be ensured that such an approach is easy to implement and avoids placing excessive administrative burdens on operators. Moreover, such externalities should consider all transport modes, with the overarching aim of improving the efficiency of each mode.
- Guarantee ambitious and adequate regulatory and financial support measures to promote the uptake of intermodal transport operations and ensure their coherence and compatibility with Single Market principles.
- Ensure a simple and quick use of the electronic freight transport information (eFTI) platforms and align the data and reporting requirements for undertakings and operators concerned with the Commission's commitment to reduce reporting requirements by 25%.

⁴ See [BusinessEurope's position paper](#) (2023) on the revision of the Weights and Dimensions Directive.

⁵ See [BusinessEurope's position paper](#) (2024) on the amendment of the Combined Transport Directive.