



**Mr Alexis Vafeades**

Chair of the EU Transport, Telecommunications and Energy Council (Transport)  
Minister of Transport, Communications and Works of the Republic of Cyprus  
28 Achaion Str, 1101 Nicosia  
Cyprus

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Dear Minister,

**Driving Europe's transport system through ambitious reforms and investment**

Nearly two years after the Draghi report called for urgent and decisive action to restore Europe's competitiveness, there is an even greater need to deliver tangible progress. At the time when citizens and businesses alike are facing growing pressures related to mobility, energy costs, and infrastructure reliability, it is essential for EU policymakers to take decisive steps towards a reliable, competitive and better interconnected European transport system.

Ahead of next week's Transport Council discussions and its focus on decarbonisation efforts in the transport sector beyond 2030, BusinessEurope reiterates its strong support for swift and ambitious progress on the Greening Freight Package, in particular the Weights and Dimensions and the Combined Transport Directives. Moreover, BusinessEurope calls for adequate and ambitious EU funding for transport within the next Multiannual Financial Framework (MFF) and for a proportionate framework for greening corporate fleets, based on incentives and supported by key enabling conditions.

**Weights and Dimensions Directive.**<sup>1</sup> Reaching an agreement on the directive is crucial to improving the competitiveness of EU industry by promoting more efficient transport operations, facilitating intermodal transport, and removing persisting cross-border barriers within the European transport system. The harmonisation and optimisation of weights and dimensions have the potential to reduce CO<sub>2</sub> emissions, and improve infrastructure use. BusinessEurope urges the Council to adhere to the European Council conclusions of 19 March<sup>2</sup> instructing Member States to pursue ambitious market integration and avoid provisions that could enable market fragmentation at national level. In particular, it must be ensured that, where Member States authorise higher weight limits or longer vehicles domestically, these configurations are equally and automatically accepted in cross-border transport. At the same time, it is essential to uphold the principle of technological neutrality and allow heavier zero-, as well as low- and non-zero-emission vehicles in cross-border transport beyond 2034, given the gradual deployment of the necessary infrastructure.

<sup>1</sup> Please see [BusinessEurope's statement](#) (2025) on the Greening Freight Package.

<sup>2</sup> European Council (March 2026), [Conclusions](#), EUCO 1/26



**Combined Transport (CT) 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 directive is crucial to incentivise the uptake of sustainable transport solutions and reduce regulatory, operational and administrative barriers between Member States. BusinessEurope calls on the Council, together with the European Parliament, to urgently proceed with the amendment of the CT Directive to ensure effective and consistent support for intermodal transport. Withdrawing the proposal, 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.

**Connecting Europe Facility for Transport (CEF-T).**<sup>3</sup> As transport infrastructure in many parts of Europe remains insufficient and outdated, the EU and Member States must guarantee adequate funding to ensure that infrastructure networks are interconnected, expanded, modernised, and maintained. BusinessEurope urges the Member States, together with the European Parliament, to uphold the Commission's level of ambition and avoid any dilution of the proposed budgetary commitments. While CEF-T alone will not address Europe's major transport investment challenges and needs, strengthening and expanding it under the next MFF is a crucial step towards the full implementation of the Trans-European Transport Network. Moreover, ensuring complementarity between CEF-T and the National and Regional Partnership Plans will be essential to avoid funding gaps for projects supporting the continuity, reliance and efficiency of the TEN-T network.

**Regulation on Clean Corporate Vehicles.**<sup>4</sup> Any clean corporate fleet ambitions must be supported by significant, targeted investments in key enabling conditions, including grid reinforcement and connections, as well as charging and refuelling infrastructure, and be aligned with the existing regulatory framework. BusinessEurope underlines its doubts as regards the effectiveness of the proposed framework and mandatory targets. Rather than imposing mandates, Member States should implement non-financial and financial incentives to drive the green transition of road transport, while upholding technological neutrality as a guiding principle and considering the complementary role of different decarbonisation technologies.

We thank you in advance for giving due consideration to our recommendations and stand ready to discuss these issues further.

Yours sincerely,

Markus J. Beyrer

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<sup>3</sup> Please see [BusinessEurope's views](#) (2025) on a future EU transport budget.

<sup>4</sup> Please see [BusinessEurope's paper](#) (2026) on the proposed Regulation on Clean Corporate Vehicles.