

**Question for written answer E-001301/2023  
to the Commission**  
Rule 138  
**Barbara Thaler (PPE)**

Subject: Extra-heavy commercial vehicles

As part of the planned revision of Directive 96/53/EC, which lays down the maximum authorised dimensions and the maximum authorised weights for certain road vehicles, changes will also be made to the maximum authorised dimensions and weights of commercial vehicles, allowing them to be up to 25.25 metres long and weigh up to 60 tonnes. Above all, circulating within the Union is set to be made easier for vehicles that are already registered in the relevant Member States. This amendment could undermine the EU objective of shifting freight transportation from road to rail, for which investments in infrastructure have already been made, and there could also eventually be follow-up costs.

1. In relation to conventional commercial vehicles weighing 40 tonnes, what would be the impact of lifting restrictions on extra-heavy commercial vehicles in the EU and regulating them in terms of price per tonne-kilometre?
2. If restrictions on extra-long and -heavy commercial vehicles were lifted across the EU, what infrastructure investments would Member States consequently have to make?
3. What effects would the use of extra-long and -heavy commercial vehicles have on the attempts being made to shift freight transportation from road to rail?

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