

**Question for written answer E-000115/2024
to the Commission**
Rule 138
Roman Haider (ID)

Subject: LHV's

The Commission proposes to make changes to the maximum permitted weights and dimensions for heavy duty vehicles – a renewed push for the EU-wide admission of longer and/or heavier vehicles (LHVs). The Austrian Federal Chamber of Labour (AK) has published a position paper stating its opposition to the introduction of LHVs across Europe¹.

1. The AK claims that the transport infrastructure in Austria and other Member States is not designed for LHVs. The required structural adaptations (roundabouts, tunnels, rest areas, etc.) would cost billions of euros. How does the Commission propose to cover these additional costs?
2. Introducing LHVs would favour a shift in freight transport from rail to road, both for financial and logistical reasons. In particular in view of other road traffic rules, how does the Commission justify putting forward a proposal that will encourage freight transport to be made by road rather than rail?
3. LHVs also increase the risk of serious road accidents, with mountain vehicles weighing up to 40 tonnes. How is this proposal compatible with the Commission's plan to increase road safety?

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¹ https://www.akeuropa.eu/sites/default/files/2023-10/PP_Gigaliner_DE_3.pdf