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16668/25
PV CONS 69
TRANS 637
TELECOM 471
ENER 669
PARLNAT

DRAFT MINUTES

COUNCIL OF THE EUROPEAN UNION
(Transport, Telecommunications and Energy)

4 and 5 December 2025

MEETING ON THURSDAY 4 DECEMBER 2025

1. Adoption of the agenda

The Council adopted the agenda set out in document 16020/25.

TRANSPORT

Legislative deliberations

(Public deliberation in accordance with Article 16(8) of the Treaty on European Union)

Land

2. Directive amending Council Directive 96/53/EC laying down for certain road vehicles the maximum authorised dimensions and the maximum authorised weights **1C** 15611/25
+ ADD 1 REV 2
General approach

The Council reached a general approach on the Directive amending Council Directive 96/53/EC laying down for certain road vehicles the maximum authorised dimensions and the maximum authorised weights as set out in the documents above.

Belgium, Germany and Portugal together with Spain presented statements, as set out in the Annex.

3. Roadworthiness package **1C**

a) Directive on periodic roadworthiness tests (amending Directive 2014/45/EU) and on technical roadside inspection (amending Directive 2014/47/EU) 15613/25 + ADD 1

b) Directive on vehicle registration documents and vehicle registration data (repealing Directive 1999/37/EC) 15615/25
+ ADD 1-2
+ ADD 3 REV 1
General approach

The Council reached a general approach on the two proposals of the roadworthiness package as set out in the documents above.

Belgium, Germany and Latvia presented statements, as set out in the Annex.

4. Approval of "A" items

Non-legislative list

16129/25

The Council adopted all "A" items listed in the document above, including all linguistic COR and REV documents presented for adoption.

Any other business

5. a) State of play for the IMO's Net-Zero Framework
Information from the Presidency 15937/1/25 REV 1

b) **Current legislative proposals** (Public deliberation in accordance with Article 16(8) of the Treaty on European Union)

①C

Regulation establishing the Connecting Europe Facility
Information from the Presidency

11711/25 + ADD 1

The Council took note of the information provided by the Presidency.

c) **Presidency declaration on “Making Rail Competitive by Cutting Technical and Administrative Costs Through European Harmonisation and Deployment”**
Information from the Presidency

② 16111/25

The Council took note of the information provided by the Presidency.

d) **Current legislative proposals** (Public deliberation in accordance with Article 16(8) of the Treaty on European Union)

①C

Military mobility package
Presentation by the Commission

15793/25

15794/25 + ADD 1

The Council took note of the presentation by the Commission.

e) **Sustainable transport investment plan**
Information from the Commission

 15021/25

The Council took note of the information provided by the Commission.

f) **Current legislative proposals** (Public deliberation in accordance with Article 16(8) of the Treaty on European Union)

i) Regulation on the accounting of greenhouse gas emissions of transport services	11821/23
ii) Regulation on air passenger rights	7615/13
iii) Regulation on enforcement of passenger rights in the Union	16284/23 +ADD 1
iv) Regulation on passenger rights in the context of multimodal journeys	16307/23 + ADD 1
v) Regulation on the use of railway infrastructure capacity in the single European railway area, amending Directive 2012/34/EU and repealing Regulation (EU) No 913/2010	11718/23 + ADD 1
vi) Targeted amendment of Directive 1999/62/EC on Eurovignette	10936/25

Information from the Presidency

The Council took note of the information provided by the Presidency.

g) **Forthcoming High Level Dialogue in the ITF Common Interest Group 4 Ukraine (CIG4U) as well as the establishment of an Ukraine Transport Support Fund (UTSF) under this initiative (Stockholm, 17 February 2026)**
Information from Sweden

 15704/25

The Council took note of the information provided by Sweden.

h) Call to action regarding the negative effects of the uniform extension of EU ETS to marine transport services

Information from Greece, Italy and Malta

 16016/1/25 REV 1

The Council took note of the information provided by Greece, Italy and Malta.

i) Joint declaration on Challenges of heavy-duty vehicles charging infrastructure

Information from Bulgaria, Czechia, Estonia, Finland, Hungary, Italy, Latvia, Poland, Romania and Slovakia

 15859/25

The Council took note of the information provided by Bulgaria, Czechia, Estonia, Finland, Hungary, Italy, Latvia, Poland, Romania and Slovakia.

j) Supporting demand for electric vehicles through ambitious rules on greening of corporate fleets

Information from France

 16138/25

The Council took note of the information provided by France.

k) European Policy for Personal Mobility Devices

Information from the Netherlands, supported by Belgium, Czechia, Germany, Greece, Hungary, Ireland, Finland, Latvia, Lithuania, Luxembourg, Poland, Portugal, Romania, Slovakia and Slovenia

 16092/1/25 REV 1

The Council took note of the information provided by the Netherlands, supported by Belgium, Czechia, Germany, Greece, Hungary, Ireland, Finland, Latvia, Lithuania, Luxembourg, Poland, Portugal, Romania, Slovakia and Slovenia.

l) High-speed rail action plan

Information from the Commission

 14984/25

The Council took note of the information provided by the Commission.

**m) Transport Research Arena 2026
(Budapest, 18-21 May 2026)**
Information from Hungary

 15850/25

The Council took note of the information provided by Hungary.

n) Advancing administrative simplification and strengthening security in the civil drone sector
Information from Belgium, Bulgaria, Croatia, Czechia, Estonia, Greece, Latvia, Lithuania, Luxembourg, Malta, Poland, Romania, Slovakia, Slovenia and Spain

 16054/2/25 REV 2

The Council took note of the information provided by Belgium, Bulgaria, Croatia, Czechia, Estonia, Greece, Latvia, Lithuania, Luxembourg, Malta, Poland, Romania, Slovakia, Slovenia and Spain.

o) Repeated disruptions of civil aviation caused by unmanned aircrafts (drones) and smuggling balloons originating from third countries

Information from Belgium, Estonia, Finland, Latvia, Lithuania and Poland

15777/1/25 REV 1

p) Ensuring fair and resilient conditions for the European railway sector

Information from Austria and France, supported by Croatia and Portugal

16103/1/25 REV 1

q) Work programme of the incoming Presidency

Information from Cyprus

MEETING ON FRIDAY 5 DECEMBER 2025

TELECOMMUNICATIONS

Non-legislative activities

6. Conclusions on European Competitiveness in the Digital Decade

 15143/1/25 REV 1

Approval

The Council approved “Conclusions on European Competitiveness in the Digital Decade”. Ministers intervened to offer full support, with France recalling the conclusions of the European Council of the 23rd of October 2025 and pointing out that, while fending off sentiments of isolation or protectionism, the EU should clarify its desire to reduce dependencies and increase its strategic autonomy, for both competitiveness and security purposes, and thus more appropriately reflect this position in its expressions.

7. Simplification and digitalisation: Reducing burdens for businesses in the digital domain

 15145/1/25 REV 1

Exchange of views

The Council held an exchange of views on simplification and digitalisation: reducing burdens for businesses in the digital domain.

8. Enforcement of the Digital Services Act on online platforms and e-commerce

 15594/25

Exchange of views

The Council held an exchange of views on the enforcement of the Digital Services Act on online platforms and e-commerce.

Any other business

9. a) Current legislative proposals (Public deliberation in accordance with Article 16(8) of the Treaty on European Union)

 

European Business Wallets

15701/25 + ADD 1

Information from the Presidency

The Council took note of the information provided by the Presidency.

b) Funding model of the national regulatory authority considering expanded digital responsibilities

 16095/25

Information from Portugal

The Council took note of the information provided by Portugal.

c) **Declaration for European Digital Sovereignty**
Information from Austria

 15781/25

The Council took note of the information provided by Austria.

d) **Summit on European Digital Sovereignty**
(Berlin, 18 November 2025)
Information from France and Germany

 16186/25

The Council took note of the information provided by France and Germany.

e) **Outcomes of discussions during the informal meeting of Telecommunications Ministers**
(Horsens, 9-10 October 2025)
Information from the Presidency

 15875/25

The Council took note of the information provided by the Presidency.

f) **Roaming with Ukraine, Moldova and the Western Balkans - state of play**
Information from the Presidency

 16021/25

The Council took note of the information provided by the Presidency.

g) **International initiatives in the digital field**
Information from the Commission

 16048/25

The Council took note of the information provided by the Commission.

h) **Cyber Blueprint Exercise**
Information from the Presidency

 16022/25

The Council took note of the information provided by the Presidency.

i) **Global Navigation Satellite Systems (GNSS) jamming and spoofing: towards enhanced security and protection**
Information from Czechia, Estonia, Finland, Germany, Latvia, Lithuania, Poland, Slovakia, Slovenia and Spain

 15986/25

The Council took note of the information provided by Czechia, Estonia, Finland, Germany, Latvia, Lithuania, Poland, Slovakia, Slovenia and Spain. Bulgaria orally expressed its support for this item.

j)	Counter-drones: contribution of digital technologies to the protection of critical infrastructures <i>Information from the Commission</i>	16128/25
k)	Council Implementing Decision authorising support from the EU Cybersecurity Reserve for Moldova <i>Information from the Presidency</i>	16032/1/25 REV 1
l)	Work programme of the incoming Presidency <i>Information from Cyprus</i>	

① First reading

C Item based on a Commission proposal

P2 Public debate proposed by the Presidency (Article 8(2) of the Council's Rules of Procedure)

Statements to the legislative "B" items set out in doc. 16020/25**Ad "B" item 2:****Directive amending Council Directive 96/53/EC laying down for certain road vehicles the maximum authorised dimensions and the maximum authorised weights
*General approach*****STATEMENT BY BELGIUM**

“Belgium supports the general approach presented by the Danish Presidency, although we still have serious reservations about the impact on infrastructure. Belgium's support for the final compromise reached between the co-legislators will depend on whether these concerns are taken into account. Belgium's priority is for negotiations with the European Parliament to start as soon as possible. The revision of the Weights and Dimensions Directive is an essential milestone in the decarbonisation of road transport and its harmonisation within the European Union.

In particular, the revision aims at harmonizing and strengthening the current European framework for our heavy goods vehicles and the competitiveness of intermodal operations and zero-emission vehicles. This means, in particular, raising the maximum weight limits for certain vehicle combinations while limiting the impact of heavier vehicles on infrastructure. During the discussions, Belgium, like other Member States, argued that the provisions of the new directive should be compatible with the preservation of our roads and bridges. In this regard, Belgium welcomes the retention of the bridge formula in the draft general approach. However, there are still reservations about the weight limit for tridem vehicles, which do not offer the necessary guarantees to limit the impact on infrastructure in the current compromise. Belgium has shared an alternative proposal in this regard and hopes that it will be taken into account in the upcoming negotiations.

Belgium would like to remain a constructive partner and will give its full support during the next phase of negotiations.”

STATEMENT BY GERMANY

“On the general approach on the proposal amending Directive 96/53/EC laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic.

The Federal Government welcomes the compromise reached and agrees to the general approach. The deliberations focused on the main objectives: simplifying the Directive while at the same time supporting the uptake of zero-emission vehicles. The general approach clearly emphasises the promotion of zero-emission vehicles while taking into account the impact on the infrastructure, given that these vehicles have particular technical characteristics. From our point of view, the text strikes a good balance between these two aspects.

In addition, the Federal Government makes the following statement.

For longer articulated vehicles with a length of 17.88 m or more, the Federal Government would like to find a Europe-wide agreement instead of isolated national solutions. Regarding the option of authorising shuttle services using longer articulated vehicles at national level, the Federal Government considers it essential that additional incentives be created for investments in zero-emission vehicles”

JOINT STATEMENT BY SPAIN AND PORTUGAL

“Spain and Portugal wish to express their appreciation for the efforts undertaken by the Presidency to advance the negotiations on the revision of the Weights and Dimensions Directive. We acknowledge the positive elements in the proposed text, particularly the provisions that support the uptake of zero-emission vehicles, which we strongly welcome.

At the same time, we remain concerned that the compromise does not sufficiently address a fundamental objective of the revision: ensuring a well-functioning Single Market through the harmonisation of cross-border operations. The Commission’s initial proposal offered a balanced framework, respecting Member States’ competence to allow an increase from 40 to 44 tonnes domestically while ensuring that, if such a decision were made, the same limit would apply to international transport. This safeguard was essential to avoid fragmentation and ensure equal operating conditions across the Union.

By limiting the cross-border application of higher weight limits exclusively to zero-emission heavy-duty vehicles—whose presence in the fleet remains very limited—the current compromise risks weakening the harmonisation objective of the Directive. If 44-tonne operations are authorised domestically but not consistently permitted for international transport, operators will face unequal and inefficient conditions, undermining the functioning of the Single Market.

Moreover, the economic and environmental benefits of 44-tonne operations would be unnecessarily constrained. Operating at 44 tonnes reduces the number of trips required for the same volume of freight, increases logistical efficiency, and lowers emissions compared with the 40-tonne limit. It can also help ease the driver shortage affecting the sector. These advantages are particularly relevant for the Iberian Peninsula, where limited rail freight connectivity with the rest of Europe increases reliance on road transport and makes the efficiency gains of higher-capacity vehicles especially significant.

In light of these considerations, Spain and Portugal are not in a position to support the proposed General Approach. Both delegations hope that negotiations with the European Parliament will make it possible to achieve an outcome more consistent with the principles underpinning the functioning of the internal market.”

Roadworthiness package

- a) Directive on periodic roadworthiness tests (amending Directive 2014/45/EU) and on technical roadside inspection (amending Directive 2014/47/EU)**
- b) Directive on vehicle registration documents and vehicle registration data (repealing Directive 1999/37/EC)**

General approach

Ad "B" item 3:

STATEMENT BY BELGIUM

“Belgium is largely supportive of the package and endorses its objectives regarding road safety, air quality, and noise reduction. At the same time, we consider that the text should demonstrate a higher level of ambition.

Specifically, we would like to see additional non-binding and positive incentives to engage with remote sensing, given that it is an efficient technique and it is therefore important to encourage Member States to make use of it.

We also call for more ambition regarding the issue of odometer fraud. We believe a stronger approach would have a direct positive impact on millions of EU citizens.

Finally, we would recommend maintaining the original aim of the temporary roadworthiness certificate by limiting its use to European citizens residing abroad and driving M1 vehicles, rather than extending it to professional use with N1 vehicles.

Belgium remains a constructive partner and will provide its full support during the next phase of negotiations.”

STATEMENT BY GERMANY

“On the general approach on the proposal for a Directive on the registration documents for vehicles and vehicle registration data recorded in national vehicle registers and repealing Council Directive 1999/37/EC (‘VRD Directive’).

The Federal Government welcomes the compromise reached and agrees to the general approach. The digitalisation of vehicle documents is an important concern that will bring noticeable relief to citizens as well as to the economy in the medium term. The Federal Government also supports the introduction of uniform requirements for national vehicle registers and the regulation of data exchange.

However, in clearly defined cases, the State’s interest understandably outweighs the interest in harmonising the exchange of data between Member States. This is the case when public order or security are affected.

It therefore makes sense that the VRD Directive provides for exceptions to data exchange in Article 15(1) for precisely these cases – the obligation to collect and store data must not pose a security risk for EU Member States.

The Federal Government therefore welcomes the fact that all vehicles of authorities responsible for maintaining public order and security are exempt from the obligation to exchange data, including those of the armed forces and customs authorities.

Furthermore, the Federal Government understands Article 15(1) to mean that it is in principle up to the EU Member States to define the relevant cases or case groups and to assess whether the conditions for exemption are met for each case group as a whole. A vehicle-specific case-by-case examination is therefore not required.”

STATEMENT BY LATVIA

“Road safety is one of Latvia's main priorities in the field of transport policy. Therefore, Latvia strongly supports the objectives of the Proposal, namely, to contribute to improving the level of road safety and ecology, sustainable mobility, as well as free movement of people and goods throughout the European Union. This is indicated by Latvia's position to support elements included in the European Commission's initial proposal, such as more frequent roadworthiness tests for older vehicles, mandatory roadworthiness tests for motorcycles, placing light commercial vehicles (category N1) under technical roadside control, as well as new emission control methods (PN, NOx).

However, for the proposal to achieve the defined objectives, **the framework must be clear, and the requirements must work in practice.**

Due to pragmatic cooperation with the Danish Presidency, other Member States' and the European Commission, on large number of the Proposal's elements an acceptable solution has been proposed. However, on some issues that are **important for Latvia** the necessary balance has not yet been achieved. In light of the abovementioned, Latvia draws attention to a number of practical obstacles in the application of norms that make it difficult to fully support the latest compromise version of the Proposal.

Therefore, **in the vote on the general approach at the TTE Council of 4 December 2025 Latvia ABSTAINS.**

A detailed explanation of Latvia's position on the points where we cannot provide support is included in the Annex of this Declaration.

Deadlines for the introduction of new emission test methods: Latvia is one of few Member States that has adopted particulate number (PN) measurement procedure. Development of test method, provision of necessary equipment in the market, as well as the necessary training took 10 years. Similarly, for testing new diesel engines and NOx (nitrogen oxides), the method, applicable in practice under different climatic conditions in Europe, including, and important in case of Latvia - at temperatures below -10°C, has not yet been proved. Therefore, Latvia is concerned about the feasibility of developing an effective and universally applicable test method within 2 years and advocates for a transitional period of at least 5 years after the approval of the method to ensure practical readiness.

Periodic and roadside NOx controls: To ensure legitimate expectations the deadlines for implementing rules, methods and equipment should be identical for both roadworthiness tests and roadside inspections. Therefore, Latvia considers it necessary to provide for a transitional period also for NOx controls of diesel engines during technical roadside inspections.

Manufacturers' information and in-depth control of electronic systems with OBD (*on-board diagnostics*) analysis tool: Latvia supports that the Proposal encourages updating the framework in the light of technological developments. At the same time, to ensure effective verification of the requirements set out in Group 10 of Annex I (electronic security systems), Latvia sees a need to implement this technology gradually and to implement a pilot project as a first step, after which the feasibility and effectiveness of the verification technology can be assessed. Latvia considers that a dedicated testing device is needed, including it as a requirement in the scope of Annex II and setting a separate five-year implementation deadline.

Limit for particulate number (PN) values: Latvia stresses the risks associated with the proposed reduction of the threshold for PN values without a transitional period from the currently recommended $1\ 000\ 000\ 1/\text{cm}^3$ to $250\ 000\ 1/\text{cm}^3$. As a more appropriate solution, we see a two-year transitional period with a threshold of $1\ 000\ 000\ 1/\text{cm}^3$, after which the threshold could be lowered if the use of technologies proves itself in practice and provided the Member States agree to such approach.

Temporary roadworthiness certificates and penalties: Latvia supports progress towards harmonisation of the temporary certificate framework. However, given that currently a system remains with different roadworthiness testing requirements in different Member States, we note practical problems due to lack of common criteria and validation. In addition, the proposed wording does not expressly limit the use of the temporary certificate, i.e., that it should be used only for the purpose of returning to the Member State of registration of the vehicle for the purpose of carrying out the regular roadworthiness test, and without delay after returning to the Member State of registration.

Application of penalties: Latvia is concerned about the mandatory requirement to impose penalties for the manipulation of vehicle systems both during roadworthiness tests and roadside checks. Given that both types of inspections do not assess the reasons why an installation or system is not working and, furthermore, whether the reasons are or could be the result of manipulation, we believe that the requirement to provide for effective penalties in its proposed wording is declaratory and has no practical added value.”
