Calculation of emission credits for heavy-duty vehicles for the reporting periods of the years 2025 to 2029

2025/0423(COD) - 12/03/2026 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 473 votes to 81, with 9 abstentions, a legislative resolution on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2019 /1242 as regards the calculation of emission credits for heavy-duty vehicles for the reporting periods of the years 2025 to 2029.

The European Parliament adopted its position at first reading, **taking over** the Commission's proposal.

The proposal focuses on targeted amendments to the regulation on CO2 emissions from heavy-duty vehicles in order to offer manufacturers additional flexibility to comply with the 2030 CO2 emissions target, while leaving the level of ambition unchanged: it provides for the possibility to collect more emission credits in the years before 2030, which then can be used for compliance in the years after.

In order to facilitate compliance with the targets applicable as of 2030 and in light of the delay in the deployment of the public charging infrastructure along motorways for heavy-duty vehicles, manufacturers should be able to generate more emission credits before that year, which might also incentivise the earlier deployment of zero-emission heavy-duty vehicles.

During the reporting periods of the years 2025 to 2029, manufacturers should collect emission credits if their specific CO2 emissions are below the specific CO2 emissions target rather than below the CO2 emissions reduction trajectory.

As the deployment of zero-emission urban buses is already advanced and their use is not negatively affected by a possible lack of public charging infrastructure along motorways, this Regulation should not apply to urban buses.