

CO2 emission class of heavy-duty vehicles with trailers

2023/0134(COD) - 07/10/2026 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 475 votes to 96, with 70 abstentions, a legislative resolution on the proposal for a directive of the European Parliament and of the Council amending Directive 1999/62/EC, Council Directive 1999/37/EC and Directive (EU) 2019/520 as regards the CO2 emission class of heavy-duty vehicles with trailers and clarifying and simplifying certain provisions.

This directive aims to ensure consistent application throughout the Union of the rules relating to the **classification of heavy goods vehicles into CO2 emissions**, as well as **varying infrastructure charges and user charges**.

The European Parliament adopted its position at first reading by amending the Commission's proposal as follows:

Road charges and fees

This directive should clarify the date from which the obligation to vary road charges based on CO2 emissions of a vehicle sub-group applies. This directive should therefore consistently refer to the publication of reference CO2 emissions of a vehicle sub-group adopted in accordance with Article 11(1) of Regulation (EU) 2019/1242 laying down CO2 emission performance standards for new heavy-duty vehicles.

This directive should also give sufficient implementation time to national authorities and toll service providers to classify the vehicles of those vehicle sub-groups into CO2 emission classes. Member States should have at least 12 months to implement the variation of road charges for new vehicle sub-groups after the publication of their reference CO2 emissions.

For the purposes of predictability and simplification, such variation should always apply either from 1 July of the year following the year of publication of the new vehicle sub-group's reference CO2 emissions, if that publication occurred before 1 July, or from 1 January of the second year following the year of publication of the new vehicle sub-group's reference CO2 emissions, if that publication occurred on or after 1 July.

Member States may provide for **reduced rates of infrastructure charges or user charges**, or exemptions from the obligation to pay infrastructure charges or user charges, for zero-emission vehicles of any vehicle group from **24 March 2022 to 30 June 2031**. Within that period, provided that an exemption from the obligation to pay infrastructure charges or user charges is in place for zero-emission vehicles, Member States may apply an appropriate reduction of the rate of infrastructure charges or user charges for low-emission vehicles that shall be limited to **75 %** compared to the charge applicable to vehicles in CO2 emission class 1.

From 1 July 2031, reductions for zero-emission vehicles should be limited to 75 % compared to the charge applicable to vehicles in CO2 emission class 1. A reduction of the rate for low-emission vehicles may be applied only if a higher rate of reduction is in place for zero-emission vehicles and should be limited to 50 %.

Emissions reduction trajectory

Member States should ensure that vehicles that have been classified in CO₂ emission class 1 or 2 by using an emission reduction trajectory based on a CO₂ emissions reduction target for 2030 of 43 % are reclassified by using an emission reduction trajectory based on a CO₂ emissions reduction target for **2030 of 30%**.

Member States should:

- consider as eligible for classification in a CO₂ emission class all vehicles for which the road user can provide evidence of the CO₂ emissions in a customer information file;
- treat vocational vehicles as vehicles belonging to the corresponding non-vocational vehicle sub-group.

Member States should not apply reduced charges in accordance with CO₂ emission class 5 to zero-emission vehicles that have been retrofitted with a fuel-powered engine that generates electrical energy or that contributes to the propulsion of the vehicle. Member States shall instead apply the charges in accordance with CO₂ emission class 1.

Vehicle manufacturers may use the simulation tool referred to in Regulation (EU) 2017/2400 to determine the CO₂ emissions of a dual-fuel vehicle, after its production date, where the production date of that vehicle is before 1 January 2024. Member States should accept the simulation produced by manufacturers as evidence of a vehicle's CO₂ emissions, provided that the manufacturer concerned sends the Member State concerned the results of that simulation directly and in digital format together with the decision of the Commission communicated to that manufacturer.

Assessment

By 30 June 2029, the Commission should assess the following options:

- allowing Member States to vary toll rates based on the characteristics of trailers taking into account the specific conditions in different Member States, such as the heterogeneity of trailer fleets, the various technologies and equipment on the market and the total energy reduction from using those technologies and equipment; and
- determining CO₂ emissions of retrofitted motor vehicles and trailers.

The Commission will consider the possible effects of the options on the application and effectiveness of Regulation (EU) 2019/1242. It will take into account the results of any pilot projects in this area and will consider the administrative burden, operational constraints, the economic parameters of the technologies on the market, and the cost-effectiveness. Based on this assessment, the Commission may, where appropriate, submit a legislative proposal to amend this Directive.