

| Basic information | |
|---|-----------------------------|
| <p>2023/0134(COD)</p> <p>COD - Ordinary legislative procedure (ex-codecision procedure) Directive</p> | Awaiting committee decision |
| <p>CO2 emission class of heavy-duty vehicles with trailers</p> <p>Amending Directive 1999/62 1996/0182(COD) Amending Directive 1999/37 1997/0150(SYN) Amending Directive 2019/520 2017/0128(COD)</p> <p>Subject</p> <p>2.10.03 Standardisation, EC/EU standards and trade mark, certification, compliance 3.20.05 Road transport: passengers and freight 3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles 3.70.02 Atmospheric pollution, motor vehicle pollution</p> | |


| Key players | | | | |
|---|---|---|---|------------------|
| European Parliament | Committee responsible | | Rapporteur | Appointed |
| | TRAN Transport and Tourism | | RICCI Matteo (S&D) | 16/09/2024 |
| | | | Shadow rapporteur FERBER Markus (EPP) | |
| | Former committee responsible | | Former rapporteur | Appointed |
| | TRAN Transport and Tourism | | VARIATI Achille (S&D) | 13/07/2023 |
| | Committee for opinion | | Rapporteur for opinion | Appointed |
| | ENVI Environment, Climate and Food Safety | | The committee decided not to give an opinion. | |
| | Former committee for opinion | | Former rapporteur for opinion | Appointed |
| ENVI Environment, Public Health and Food Safety | | The committee decided not to give an opinion. | | |
| Council of the European Union | | | | |
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| European Commission | Commission DG | Commissioner |
| | Mobility and Transport | VĂLEAN Adina |

European Economic and Social Committee

European Committee of the Regions

Key events

| Date | Event | Reference | Summary |
|------------|---|--|---------|
| 04/05/2023 | Legislative proposal published | COM(2023)0189  | Summary |
| 08/05/2023 | Committee referral announced in Parliament, 1st reading | | |
| 13/11/2024 | Committee referral announced in Parliament, 1st reading | | |

Technical information


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|---|--|
| Procedure reference | 2023/0134(COD) |
| Procedure type | COD - Ordinary legislative procedure (ex-codecision procedure) |
| Procedure subtype | Legislation |
| Legislative instrument | Directive |
| Amendments and repeals | Amending Directive 1999/62 1996/0182(COD) Amending Directive 1999/37 1997/0150(SYN) Amending Directive 2019/520 2017/0128(COD) |
| Legal basis | Treaty on the Functioning of the European Union TFEU 091-p1 |
| Mandatory consultation of other institutions | European Economic and Social Committee European Committee of the Regions |
| Stage reached in procedure | Awaiting committee decision |
| Committee dossier | TRAN/10/00217 |

Documentation gateway

European Parliament

| Document type | Committee | Reference | Date | Summary |
|--------------------------------|-----------|---------------------------|------------|---------|
| Committee draft report | | PE784.241 | 26/02/2026 | |
| Amendments tabled in committee | | PE786.740 | 26/03/2026 | |

European Commission

| Document type | Reference | Date | Summary |
|----------------------|--|------------|---------|
| Legislative proposal | COM(2023)0189  | 04/05/2023 | Summary |
| | COM(2025)0589 | | |

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|--|---|------------|---------|
| Supplementary legislative basic document |  | 02/10/2025 | Summary |
|--|---|------------|---------|

National parliaments

| Document type | Parliament /Chamber | Reference | Date | Summary |
|---------------|---------------------|---------------|------------|---------|
| Contribution | ES_PARLIAMENT | COM(2025)0589 | 28/11/2025 | |

Other institutions and bodies

| Institution/body | Document type | Reference | Date | Summary |
|------------------|--|--------------|------------|---------|
| EESC | Economic and Social Committee: opinion, report | CES3043/2023 | 20/09/2023 | |
| EESC | Economic and Social Committee: opinion, report | CES3779/2025 | 03/12/2025 | |

| Additional information | | |
|------------------------|----------|------|
| Source | Document | Date |
| European Commission | EUR-Lex | |

Meetings with interest representatives published in line with the Rules of Procedure

Rapporteurs, Shadow Rapporteurs and Committee Chairs

| Transparency | | | | |
|----------------|-------------------|-----------|------------|--|
| Name | Role | Committee | Date | Interest representatives |
| FERBER Markus | Shadow rapporteur | TRAN | 21/04/2026 | DHL Group |
| FERBER Markus | Shadow rapporteur | TRAN | 11/03/2026 | DHL Group |
| SCHILLING Lena | Shadow rapporteur | TRAN | 19/02/2026 | AUTOBAHNEN- UND SCHNELLSTRASSEN-FINANZIERUNGS-AKTIENGESELLSCHAFT |
| SCHILLING Lena | Shadow rapporteur | TRAN | 14/01/2026 | The Acker Group |
| FERBER Markus | Shadow rapporteur | TRAN | 13/01/2026 | Association of Electronic Toll and Interoperable Service |
| FERBER Markus | Shadow rapporteur | TRAN | 12/01/2026 | DHL Group |
| FERBER Markus | Shadow rapporteur | TRAN | 11/12/2025 | ZF Friedrichshafen AG |
| FERBER Markus | Shadow rapporteur | TRAN | 22/10/2025 | DHL Group |
| GIESEKE Jens | Shadow rapporteur | TRAN | 15/11/2023 | Verband der Automobilindustrie e.V. |

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|------------------|-------------------|------|------------|---|
| GIESEKE Jens | Shadow rapporteur | TRAN | 09/11/2023 | Zentralverbands Deutsches Kfz-Gewerbe (ZDK) |
| GIESEKE Jens | Shadow rapporteur | TRAN | 08/11/2023 | ACEA |
| GIESEKE Jens | Shadow rapporteur | TRAN | 08/11/2023 | Bundesverband Güterkraft Logistik und Entsorgung |
| GIESEKE Jens | Shadow rapporteur | TRAN | 07/11/2023 | MAHLE International GmbH (MAHLE) |
| GIESEKE Jens | Shadow rapporteur | TRAN | 07/11/2023 | Volta Trucks AB |
| GIESEKE Jens | Shadow rapporteur | TRAN | 07/11/2023 | MAN Truck & Bus SE (MAN) |
| GIESEKE Jens | Shadow rapporteur | TRAN | 24/10/2023 | Robert Bosch GmbH |
| GIESEKE Jens | Shadow rapporteur | TRAN | 18/10/2023 | ExxonMobil Petroleum & Chemical (EMPC) |
| GIESEKE Jens | Shadow rapporteur | TRAN | 11/10/2023 | eFuel Alliance (eFuel) |
| GIESEKE Jens | Shadow rapporteur | TRAN | 11/10/2023 | IVECO GROUP N.V. (IVECO GROUP) |
| GIESEKE Jens | Shadow rapporteur | TRAN | 11/10/2023 | FuelsEurope (FuelsEurope) |
| GIESEKE Jens | Shadow rapporteur | TRAN | 11/10/2023 | European Association Automotive Suppliers (CLEPA) |
| GIESEKE Jens | Shadow rapporteur | TRAN | 11/10/2023 | UNITI Bundesverband EnergieMittelstand e.V. (UNITI) |
| GIESEKE Jens | Shadow rapporteur | TRAN | 11/10/2023 | Repsol, S.A. (Repsol) |
| GIESEKE Jens | Shadow rapporteur | TRAN | 11/10/2023 | Fédération Nationale des Transports Routiers (FNTR) |
| GIESEKE Jens | Shadow rapporteur | TRAN | 10/10/2023 | ZF Friedrichshafen AG |
| GIESEKE Jens | Shadow rapporteur | TRAN | 09/10/2023 | Gütegemeinschaft Buskomfort e.V. |
| GIESEKE Jens | Shadow rapporteur | TRAN | 04/10/2023 | Caravanning Industrie Verband e.V. |
| GIESEKE Jens | Shadow rapporteur | TRAN | 03/10/2023 | Eurométropole de Strasbourg |
| GIESEKE Jens | Shadow rapporteur | TRAN | 03/10/2023 | Grand Est-Europe (GE-Europe) |
| RIQUET Dominique | Shadow rapporteur | TRAN | 12/07/2023 | UNI VDL |
| RIQUET Dominique | Shadow rapporteur | TRAN | 01/06/2023 | Fédération Nationale des Transports Routiers |
| RIQUET Dominique | Shadow rapporteur | TRAN | 30/05/2023 | AVERE |

Other Members

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| Transparency |
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| Name | Date | Interest representatives |
|--|------------|--|
| AGIRREGOITIA MARTÍNEZ Oihane | 20/04/2026 | Sernauto |
| WÖLKEN Tiemo | 17/02/2026 | System Trailers GmbH, Heiwo Carosserien Wüllhorst Fahrzeugbau Maschinenfabrik Bernhard Krone GmbH Schmitz Cargobull AG |
| WÖLKEN Tiemo | 22/10/2025 | Krone Nutzfahrzeug-Gruppe |
| WÖLKEN Tiemo | 10/10/2025 | Bundesverband Güterkraftverkehr Logistik und Entsorgung (BGL) e.V. |
| SALINI Massimiliano | 01/10/2025 | ACEA automotive |
| OETJEN Jan-Christoph | 16/01/2024 | ExxonMobil Petroleum & Chemical |
| FURORE Mario | 14/11/2023 | ExxonMobil Petroleum & Chemical |
| SOLÍS PÉREZ Susana | 13/11/2023 | Association des Constructeurs Européens d'Automobiles |
| RUDNER Thomas | 08/11/2023 | Bundesverband Güterkraftverkehr Logistik und Entsorgung (BGL) e.V. |
| SOLÍS PÉREZ Susana | 31/10/2023 | IVECO GROUP N.V. |
| LUENA César | 21/09/2023 | Transport and Environment (European Federation for Transport and Environment) |
| VITANOV Petar | 28/06/2023 | ECTA |
| BILBAO BARANDICA Izaskun | 14/06/2023 | Repsol, S.A. |
| VITANOV Petar | 24/05/2023 | Tesla Motors Netherlands B.V. |
| VITANOV Petar | 10/05/2023 | IVECO GROUP N.V. |

CO2 emission class of heavy-duty vehicles with trailers

2023/0134(COD) - 04/05/2023 - Legislative proposal

PURPOSE: to include the effect of trailers and semi-trailers on the CO2 emissions of heavy goods vehicle combinations when determining the reduction of road charges.

PROPOSED ACT: Directive of the European Parliament and of the Council.

ROLE OF THE EUROPEAN PARLIAMENT: the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

BACKGROUND: Directive (EU) 2022/362 of the European Parliament and of the Council enables CO2 emission-based differentiation of road charges for heavy-duty vehicles as well as for light duty vehicles in order to incentivise operators to deploy more efficient vehicles. At the time of its adoption, a legal framework for the certification of the effect of trailers on the CO2 emissions of heavy goods vehicle combinations was not available yet. Therefore, trailers could not be included in the CO2 emission-based differentiation of road charges.

Although a trailer does not consume energy by itself, it requires energy from the towing motor vehicle to be moved. The optimisation of the energy efficiency of trailers leads to the reduction of the CO2 emissions of conventional vehicles and to the increase in vehicles' autonomy. Trailers have a significant potential for reduction of CO2 emissions of heavy goods vehicle combinations and could play an important role in the decarbonisation of the road freight transport sector.

Recital 31 of Directive (EU) 2022/362 called for the Commission to include the effect of trailers and semi-trailers on the CO2 emissions of heavy goods vehicle combinations when determining the reduction of road charges once legally certified values for the effect of trailers and semi-trailers on the CO2 emissions of heavy goods vehicle combinations are available. The condition laid down in the recital was fulfilled by the adoption of Commission Implementing Regulation (EU) 2022/1362.

CONTENT: the proposal aims to amend Directive 1999/62/EC, Council Directive 1999/37/EC and Directive (EU) 2019/520 to establish **rules to include the effect of trailers on the CO2 emissions of heavy goods vehicle combinations** in road charging schemes that differentiate road charges based on vehicles' CO2 emission.

The proposed measures only contribute to achieving the objectives set, notably of a consistent application of the 'polluter pays' and 'user pays' principles.

This [proposal](#) complements the proposal for a Regulation amending Regulation (EU) 2019/1242, which extends its scope so as to set requirements on trailers' manufacturers with regard to their new fleets, and thus applies to the supply side of the road freight transport sector. This proposal applies to the demand side of this sector by incentivising the purchase of more efficient trailers by transport operators.

The differentiation of road charges introduced in this proposal applies only to more efficient trailers. This means that road operators, toll service providers, and toll chargers do not need to register the relevant information of other trailers. The definition of trailer classes is meant to simplify implementation for those undertakings with a significant number of trailers.

The initiative is supported by the Impact Assessment performed for the revision of Regulation (EU) 2019/1242 of the European Parliament and of the Council. The Impact Assessment has concluded that the energy efficiency of trailers has a significant potential for improvement and such measures would make a cost-efficient contribution to the reduction of CO2 emissions from heavy-duty vehicles. In economic terms, the net economic savings over the vehicle lifetime from a societal perspective range from nearly EUR 11 500 in the case of reefer drawbar trailers to over EUR 42 500 for an average semi-trailer with box body.

CO2 emission class of heavy-duty vehicles with trailers

2023/0134(COD) - 02/10/2025 - Supplementary legislative basic document

This **amended proposal** for an amending directive would amend certain provisions of Directive 1999/62/EC on the charging of road infrastructure, which refer to other Union legislation, in order to make them **clearer, simpler and more precise**.

Directive 1999/62/EC regulates the imposition of tolls and user charges for the use of road infrastructure. Directive (EU) 2022/362 amended Directive 1999/62/EC by enabling, among other changes, road charging on the basis of the CO2 emissions of vehicles. The Directive therefore contains several references to the EU legislation regulating the CO2 emissions performance of heavy-duty vehicles (HDVs). Specifically, this matter is regulated in the EU under Regulation (EU) 2019/1242 setting CO2 emission performance standards for new heavy-duty vehicles and under Commission Regulation (EU) 2017/2400 as regards the determination of the CO2 emissions and fuel consumption of heavy-duty vehicles.

Since the adoption of the original proposal, recent amendments to those regulations affected the provisions of Directive 1999/62/EC that refer to those regulations. This reduced legal clarity and increased implementation and administrative obstacles.

This amended proposal preserves the aims of the original proposal to include the effect of trailers on the CO2 emissions of heavy goods vehicle combinations in road charging schemes that differentiate road charges based on the vehicles' CO2 emissions. It aims to:

- adjust the references of Directive 1999/62/EC to those regulations to increase the legal clarity of those provisions;
- ensure that sufficient lead time is granted for implementing the changes to Regulation (EU) 2019/1242 that are reflected in Directive 1999/62/EC, such as the extension to new vehicle sub-groups;
- indicate how to treat certain vehicles covered by those regulations in cases that could lead to an ambiguous interpretation under Directive 1999/62/EC, in order to ensure a harmonised approach across the EU.

This proposal also simplifies Directive 1999/62/EC by deleting the provisions that allow the scope of the Directive to be extended to vehicle groups already covered by Regulation (EU) 2017/2400 but not yet covered by Regulation (EU) 2019/1242.

The Commission plans to repeal Commission Implementing Decision (EU) 2023/2698 when the reference CO2 emissions for certain vehicle sub-groups will be published under Regulation (EU) 2019/1242.

The proposed changes concern the **definitions** of CO2 emissions, zero-emission vehicle, low-emission heavy-duty vehicle, vehicle group, emission reduction trajectory and reference CO2 emissions, as well as of Article 7ga and Article 8(3), while preserving their original meaning.

The amended proposal for a directive aims, *inter alia*, to:

- clarify the point in time from when the obligation to vary road charges based on CO2 emissions for a vehicle sub-group applies;
- specify the date from which the adjustments to reference CO2 emissions adopted under Regulation (EU) 2019/1242 apply;
- clarify how to allocate CO2 emission classes to vehicles accompanied by a customer information file and first registered before the start of the emission reduction trajectory;
- specify how to allocate vocational vehicles to CO2 emission classes;
- specify how to allocate retrofitted zero-emission vehicles to CO2 emission classes;
- clarify how to allocate dual-fuel vehicles to CO2 emission classes;
- delete certain provisions that have become obsolete.

The amended proposal provides **greater clarity and legal certainty**, thus allowing national administrations and businesses to more clearly understand their rights and obligations.