Basic information

2025/0423(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Regulation	Procedure completed
Calculation of emission credits for heavy-duty vehicles for the reporting periods of the years 2025 to 2029 Amending Regulation 2019/1242 2018/0143(COD) **Subject** 3.20.05 Road transport: passengers and freight 3.60.02 Oil industry, motor fuels 3.70.02 Atmospheric pollution, motor vehicle pollution	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
ENVI Environment, Climate and Food Safety		

Committee for opinion	Rapporteur for opinion	Appointed
TRAN Transport and Tourism	The committee decided not to give an opinion.	

Council of the European Union

European Commission

Commission DG	Commissioner
Climate Action	HOEKSTRA Wopke

European Economic and Social Committee

European Committee of the Regions

Key events

Date	Event	Reference	Summary
16/12/2025	Legislative proposal published	COM(2025)0784	Summary
27/01/2026	Committee referral announced in Parliament, 1st reading		
11/02/2026	Urgent procedure requested by a political group		
26/02/2026	Urgent procedure requested by a committee		
12/03/2026	Decision by Parliament, 1st reading	T10-0084/2026	Summary

30/03/2026	Act adopted by Council after Parliament's 1st reading		
29/04/2026	Final act signed		
07/05/2026	Final act published in Official Journal		

Technical information

Procedure reference	2025/0423(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Regulation
Amendments and repeals	Amending Regulation 2019/1242 2018/0143(COD)
Legal basis	Rules of Procedure EP 170-p6 Treaty on the Functioning of the European Union TFEU 192-p1
Mandatory consultation of other institutions	European Economic and Social Committee European Committee of the Regions
Stage reached in procedure	Procedure completed
Committee dossier	ENVI/10/04853

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Text adopted by Parliament, 1st reading/single reading		T10-0084/2026	12/03/2026	Summary

Council of the EU

Document type	Reference	Date	Summary
Draft final act	00012/2026/LEX	24/04/2026	

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(2025)0784	16/12/2025	Summary

National parliaments

Document type	Parliament /Chamber	Reference	Date	Summary
Contribution	IT_CHAMBER	COM(2025)0784	03/03/2026	
Contribution	DE_BUNDESRAT	COM(2025)0784	23/03/2026	
Contribution	CZ_CHAMBER	COM(2025)0784	23/03/2026	

Contribution	CZ_SENATE	COM(2025)0784	26/03/2026	

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES0229/2026	18/03/2026	

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

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

Other Members

Transparency		
Name	**Date**	**Interest representatives**
CASSART Benoit	20/01/2026	IVECO GROUP N.V.

Final act	
Regulation 2026/1046 OJ OJ L 07.05.2026	Summary

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.

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

2025/0423(COD) - 16/12/2025 - Legislative proposal

PURPOSE: to amend Regulation (EU) 2019/1242 to provide additional flexibility for manufacturers of new heavy-duty vehicles as regards the calculation of emission credits for heavy-duty vehicles for the reporting periods of the years 2025 to 2029.

PROPOSED ACT: Regulation 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: Regulation (EU) 2019/1242 of the European Parliament and of the Council sets out the CO2 targets for new heavy-duty vehicles, that form a key part of the Union framework to reduce by 2030 net greenhouse gas emissions by at least 55 % below 1990 levels and reach economy-wide climate-neutrality by 2050.

Regulation (EU) 2019/1242 sets progressively stricter CO2 emission reduction targets for manufacturers. Those reduction targets provide long-term certainty and predictability for investors along the value chain, while allowing sufficient lead time for a fair transition. It is therefore essential to keep the level of the CO2 emissions reduction targets established under Regulation (EU) 2019/1242 unchanged.

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

CONTENT: 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.

This proposal does not change the substance of the rules, the implementation assessment remains the same as of the proposal which led to the adoption of Regulation (EU) 2019/1242, as amended by Regulation (EU) 2024/1610.

The proposed regulation amends Regulation (EU) 2019/1242 to specify the revised rules for determining emission credits and amends Annex I to the Regulation to introduce the formulas required for Annex I.

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

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

2025/0423(COD) - 07/05/2026 - Final act

Regulation (EU) 2026/1046 amends Regulation (EU) 2019/1242 on carbon dioxide (CO2) emission performance standards for new heavy-duty vehicles. It changes the calculation of emission credits for reporting periods from 2025 to 2029, while maintaining the existing CO2 emission-reduction targets. The Regulation has relevance for the European Economic Area (EEA).

Emission Credits for 2025–2029

For reporting periods from 2025 to 2029, manufacturers may obtain emission credits where the difference between the applicable CO2 emissions reduction trajectory and their average specific CO2 emissions is positive. The amended calculation is intended to give manufacturers additional flexibility to comply with targets applying from 2030.

The Regulation responds to delays in deploying public charging infrastructure for heavy-duty vehicles along motorways. It seeks to allow manufacturers to generate more emission credits before 2030 and may encourage the earlier deployment of zero-emission heavy-duty vehicles.

Scope and Calculation Rules

The amended rules apply to heavy-duty vehicles covered by Regulation (EU) 2019/1242. Urban buses are excluded, reflecting the more advanced deployment of zero-emission urban buses and the fact that their use is not affected in the same way by the availability of charging infrastructure along motorways.

The Regulation replaces the relevant calculation table in Annex I to Regulation (EU) 2019/1242. It establishes specific formulae for the periods 2019–2024, 2025–2029 and 2030–2039, including the calculation of credits and emission debts for different vehicle groups. It also adds definitions for the emission trajectories used for the 2025–2029 calculation period.

Legislative Procedure and Entry into Force

The Regulation was adopted under the ordinary legislative procedure. The European Parliament adopted its position on 12 March 2026, followed by the Council’s decision on 30 March 2026.

Published in the Official Journal on 7 May 2026, the Regulation enters into force on 27 May 2026. It is binding in its entirety and directly applicable in all Member States.

This summary was AI-generated and human-reviewed.