Basic information

2025/0188(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Directive	Procedure completed
Extension of the derogation for heavy-duty vehicles with zero emissions Amending Directive 1999/62 1996/0182(COD) **Subject** 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	

Key players

European Parliament	**Committee responsible**	**Rapporteur**	**Appointed**
	TRAN Transport and Tourism		
Council of the European Union			
European Commission	**Commission DG**	**Commissioner**	
	Mobility and Transport	TZITZIKOSTAS Apostolos	
European Economic and Social Committee			
European Committee of the Regions			

Key events

Date	Event	Reference	Summary
27/06/2025	Legislative proposal published	COM(2025)0348	Summary
18/07/2025	Urgent procedure requested by a committee		
08/09/2025	Committee referral announced in Parliament, 1st reading		
07/10/2025	Decision by Parliament, 1st reading	T10-0211/2025	Summary
27/10/2025	Act adopted by Council after Parliament's 1st reading		
26/11/2025	Final act signed		
04/12/2025	Final act published in Official Journal		

Technical information

Procedure reference	2025/0188(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)
Legal basis	Rules of Procedure EP 170-p6 Treaty on the Functioning of the European Union TFEU 294-p7-ac 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	Procedure completed
Committee dossier	TRAN/10/03219

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Text adopted by Parliament, 1st reading/single reading		T10-0211/2025	07/10/2025	Summary

Council of the EU

Document type	Reference	Date	Summary
Draft final act	00037/2025/LEX	12/11/2025	

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(2025)0348	27/06/2025	Summary
Follow-up document	COM(2026)0292	23/06/2026	

National parliaments

Document type	Parliament /Chamber	Reference	Date	Summary
Contribution	IT_CHAMBER	COM(2025)0348	05/08/2025	

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES2488/2025	18/09/2025	

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

Final act
Directive 2025/2459 OJ OJ L 04.12.2025

Extension of the derogation for heavy-duty vehicles with zero emissions

2025/0188(COD) - 07/10/2025 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 458 votes to 182, with 11 abstentions, a legislative resolution on the proposal for a directive of the European Parliament and of the Council amending Directive 1999/62/EC as regards the extension of the period in which zero-emission heavy-duty vehicles can benefit from significantly reduced rates of infrastructure or user charges or from exemptions to pay them.

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

The proposal to amend Directive 1999/62/EC aims to postpone until 30 June 2031 the date until which Member States have the possibility of applying a significant reduction or exemption from infrastructure charges or user charges for zero-emission vehicles.

Given the optional nature of the amended provision, Member States will not be obliged to transpose this measure but will have to inform the Commission if they decide to make use of it after 2025.

Directive 1999/62/EC currently gives Member States the possibility to apply reduced rates, without any ceiling, to infrastructure charges or user charges, or to apply total exemptions from such charges, only until 31 December 2025. Member States were required to transpose this provision, introduced by Directive (EU) 2022/362, into national law by 25 March 2024 at the latest. However, this period is too short to encourage demand for new zero-emission heavy-duty vehicles. Therefore, this deadline should be extended to create the conditions for the wider deployment of zero-emission vehicles.

This proposal will ensure a clear and coherent legal framework and help EU automotive companies achieve their CO2 reduction targets, the timing of the measures on the demand and supply side of the market of heavy-duty vehicles should be aligned.

Extension of the derogation for heavy-duty vehicles with zero emissions

2025/0188(COD) - 27/06/2025 - Legislative proposal

PURPOSE: to extend the period during which zero-emission heavy-duty vehicles can benefit from significantly reduced rates of infrastructure or user charges or from exemptions to pay them.

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

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

BACKGROUND: in 2022, the heavy-duty road transport sector caused 27.5% of road transport CO2 emissions despite making up only 2.4% of the vehicle fleet. CO2 emissions in the heavy-duty road transport sector accounted for more than 6.9% of all emissions in the EU and were 20% higher than in 1995.

The registration figures of new zero-emission heavy-duty vehicles have recently increased in the Union but remain too low to achieve the CO2 emission reduction targets of the transport sector set in the Sustainable and Smart Mobility Strategy. One of the main barriers to wider deployment of zero-emission heavy-duty vehicles is the high upfront cost of acquiring such a vehicle. The gap of the total cost of ownership between conventional and zero-emission vehicles can be reduced by lowering the operational costs of zero-emission vehicles. Those costs include road charges.

Directive 1999/62/EC currently gives Member States the possibility to apply reduced rates, without any ceiling, to infrastructure charges or user charges, or to apply total exemptions from such charges, only until 31 December 2025. Member States were required to transpose this provision, introduced by Directive (EU) 2022/362, into national law by 25 March 2024 at the latest. However, **this period is too short** to encourage demand for new

zero-emission heavy-duty vehicles. Therefore, this deadline should be extended to create the conditions for the wider deployment of zero-emission vehicles.

CONTENT: the proposal to amend Directive 1999/62/EC aims to **postpone until 30 June 2031** the date until which Member States have the possibility of applying a significant reduction or exemption from infrastructure charges or user charges for zero-emission vehicles.

Given the optional nature of the amended provision, Member States will not be obliged to transpose this measure but will have to inform the Commission if they decide to make use of it after 2025.

This proposal will ensure a clear and coherent legal framework and help EU automotive companies achieve their CO2 reduction targets, the timing of the measures on the demand and supply side of the market of heavy-duty vehicles should be aligned.