



2023/0134(COD)

29.4.2026

# COMPROMISE AMENDMENTS 1- 2

**Draft report**

**Matteo Ricci**

(PE784.241v01-00)

on the amended 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 CO<sub>2</sub> emission class of heavy-duty vehicles with trailers and clarifying and simplifying certain provisions

Proposal for a directive

(COM(2025)0589 – C10-0235/2025 – 2023/0134(COD))



## **Compromise Amendment 1**

**S&D, Greens**

Compromise amendment replacing Amendments

1,2,3,4,5,6,7,8,9,10,11,15,17,20,21,22,23,24,25,26,27,28,29,30,31,32,  
33,34,35,36,37,38,39,43,47,53,57,62,63,64,65,66,67,68,69,70

### **Proposal for a directive**

#### **Title 1**

*Text proposed by the Commission*

*Amendment*

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 CO<sub>2</sub> emission class of heavy-duty vehicles with trailers and clarifying and simplifying certain provisions*

DIRECTIVE OF THE EUROPEAN  
PARLIAMENT AND OF THE COUNCIL

amending Directive 1999/62/EC *to clarify and simplify certain provisions*

### **Proposal for a directive**

#### **Recital 1**

*Text proposed by the Commission*

*Amendment*

*(1) The adoption of Directive (EU) 2022/362 of the European Parliament and of the Council<sup>14</sup> strengthened the ‘polluter pays’ and ‘user pays’ principles through the introduction of mandatory charging on the basis of CO<sub>2</sub> emissions, either by varying the infrastructure and user charges according to vehicles’ CO<sub>2</sub> emissions or by applying an external-cost charge for CO<sub>2</sub> emissions. Currently, road charges of vehicle combinations comprising a motor vehicle and a trailer are variated on the basis of the CO<sub>2</sub> emissions of the motor vehicle, irrespective of the characteristics of the linked trailer, notably of its effect on the CO<sub>2</sub> emissions of the vehicle combination.*

*deleted*

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***14 Directive (EU) 2022/362 of the European Parliament and of the Council of 24 February 2022 amending Directives 1999/62/EC, 1999/37/EC and (EU) 2019/520, as regards the charging of vehicles for the use of certain infrastructures (OJ L 69, 4.3.2022, p. 1)***

**Proposal for a directive**  
**Recital 2**

*Text proposed by the Commission*

*Amendment*

***(2) Although a trailer does not consume energy by itself, it requires energy from the towing motor vehicle to be moved. The optimization of the energy efficiency of trailers leads to the reduction of the CO<sub>2</sub> emissions of conventional vehicles and to the increase in vehicles' autonomy. Such optimization of trailers derives from the improvements of aerodynamic performance, rolling resistance and weight of trailers. The energy efficiency potential is around 7,5% for drawbar trailers and 15% for semi-trailers as compared to a reference trailer of the year 2020. Therefore, trailers could play an important role in the decarbonisation of the road freight transport sector. However, the market uptake of more efficient trailers is hampered by their higher prices and by the fact that until now buyers of trailers have not been able to compare different trailers in terms of their energy efficiency. This leads to a limited availability of energy efficient trailers on the market. Aerodynamic devices are already available on the market and will become more available in the future, but they are not commonly used in the current Union fleet.***

*deleted*

**Proposal for a directive**  
**Recital 3**

*Text proposed by the Commission*

*Amendment*

**(3) Commission Implementing Regulation (EU) 2022/1362<sup>15</sup> set out legally certified values for the effect of trailers on the CO<sub>2</sub> emissions of heavy goods vehicle combinations. To further reduce the operational cost of more efficient trailers, the rules to include the effect of trailers on the CO<sub>2</sub> emissions of heavy goods vehicle combinations in road charging schemes based on CO<sub>2</sub> differentiation should be laid down. Since motor vehicles can be linked to different trailers, the inclusion of trailers in road charging schemes based on CO<sub>2</sub> differentiation should be based on the trailer actually used.**

*deleted*

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<sup>15</sup> *Commission Implementing Regulation (EU) 2022/1362 of 1 August 2022 implementing Regulation (EC) No 595/2009 of the European Parliament and of the Council as regards the performance of heavy-duty trailers with regard to their influence on the CO<sub>2</sub> emissions, fuel consumption, energy consumption and zero emission driving range of motor vehicles and amending Implementing Regulation (EU) 2020/683 (OJ L 205, 5.8.2022, p. 145)*

**Proposal for a directive**  
**Recital 4**

*Text proposed by the Commission*

*Amendment*

**(4) The extension of charging on the**

*deleted*

*basis of CO2 emissions to trailers should apply to trailers to which Implementing Regulation (EU) 2022/1362 applies. Performance of trailers may vary depending on their technical parameters. To evaluate the performance of trailers in terms of energy efficiency, the performance in terms of CO2 reduction potential of a specific trailer is compared with the performance of a reference trailer, which is similar in terms of axle configuration, maximum permissible axle load and chassis configuration. The ratio between the value of the specific trailer and that of the reference trailer is defined in Implementing Regulation (EU) 2022/1362 as efficiency ratio. More efficient trailers have an efficiency ratio value lower than 1.*

**Proposal for a directive  
Recital 5**

*Text proposed by the Commission*

*Amendment*

*(5) The calculation of the efficiency ratio can be based on kilometre, ton-kilometres or m3-kilometre. For all trailers except volume-oriented ones, the ton- kilometre based efficiency ratio should be used. Volume-oriented trailers are those that are primarily designed for the transport of voluminous goods. The ton-kilometre based efficiency ratio cannot be used for volume-oriented trailers because these trailers have higher rolling resistance and mass than their traditional counterparts. For volume-oriented trailers, the efficiency ratio – m3-kilometre based should be used instead.*

*deleted*

**Proposal for a directive  
Recital 6**

*Text proposed by the Commission*

*Amendment*

**(6) *The CO<sub>2</sub> emission class of a vehicle combination with a more efficient trailer should be higher than the CO<sub>2</sub> emission class of the motor vehicle alone, therefore granting access to a higher reduction of road charges. The effect of the CO<sub>2</sub> emission reduction potential of a trailer on the CO<sub>2</sub> emission class of a vehicle combination should be based on the comparison between the efficiency ratio of the specific trailer with the efficiency ratio thresholds referred to in this Directive. Different thresholds are foreseen for semi-trailers and for other trailers as their potential to reduce CO<sub>2</sub> emissions in a cost-efficient way is different.*** *deleted*

**Proposal for a directive  
Recital 7**

*Text proposed by the Commission*

*Amendment*

**(7) *Where the Member State includes the effect of trailers on the CO<sub>2</sub> emissions of heavy goods vehicle combinations in road charging schemes on its territory and imposes specific charges on vehicle combinations deviating from the maximum weights and/or dimensions laid down in Council Directive 96/53/EC<sup>16</sup>, that Member State should be allowed to apply the reduction of road charges to such vehicle combinations that employ at least one more efficient trailer.*** *deleted*

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<sup>16</sup> Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorized dimensions in national and international

*traffic and the maximum authorized weights in international traffic (OJ L 235, 17.9.1996, p. 59)*

**Proposal for a directive**  
**Recital 8**

*Text proposed by the Commission*

*Amendment*

**(8) The Commission should be empowered to amend Annex VIII to Directive 1999/62/EC, by means of delegated acts, to define or adjust the efficiency ratio thresholds set out therein, and to define a methodology for the allocation to trailer classes of trailers that have undergone a retrofitting process, especially those to which an efficiency ratio was not assigned in accordance with Implementing Regulation (EU) 2022/1362. The definition of the efficiency ratio thresholds should be made as soon as data on the efficiency of trailers is collected for at least one year pursuant to Regulation (EU) 2018/956 of the European Parliament and of the Council<sup>17</sup>. The efficiency ratio thresholds should be based on the average efficiency of the trailer fleet when reference CO<sub>2</sub> emissions for such vehicles are published, and on the potential that trailers have to generate efficiency improvements. They should then be adjusted to reflect technical progress and an increasing penetration of new technologies, such as trailers with driven axles. The definition of a methodology for retrofitted trailers should consider the installation of equipment improving their energy, such as aerodynamic devices, that can be verified during the periodic roadworthiness test and that should be reported on the roadworthiness certificate, as referred to in Directive 2014/45/EU of the European Parliament and of the**

**deleted**

*Council*<sup>18</sup>.

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*<sup>17</sup> Regulation (EU) 2018/956 of the European Parliament and of the Council of 28 June 2018 on the monitoring and reporting of CO<sub>2</sub> emissions from and fuel consumption of new heavy-duty vehicles (OJ L 173, 9.7.2018, p. 1)*

*<sup>18</sup> Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers (OJ L 127, 29.4.2014, p. 51)*

**Proposal for a directive  
Recital 9**

*Text proposed by the Commission*

*Amendment*

*(9) In order to ensure that drivers correctly declare the performance of the trailer connected to the motor vehicle when making use of the reduction of charges based on CO<sub>2</sub> emissions, it is necessary that enforcement officers are provided, upon request, with evidence of the emission class of the vehicle combination, that is including evidence attesting the performance of the trailer. If such evidence is not provided, a Member State would be entitled to apply charges on the basis of the emission class of the motor vehicle only.*

*deleted*

**Proposal for a directive  
Recital 10**

*Text proposed by the Commission*

*Amendment*

**(10) In order to ensure the coherent application of road charges variation according to CO2 emissions, it is necessary to amend Council Directive 1999/37/EC<sup>19</sup> to require, where available on their certificate of conformity or on the individual vehicle approval certificate, that the efficiency ratio of trailers be indicated on their registration certificate. It is important to ensure that data relating to the efficiency of trailers are available for the exchange of information between Member States, as set out in Directive (EU) 2019/520 of the European Parliament and of the Council<sup>20</sup>.**

*deleted*

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<sup>19</sup> Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles (OJ L 138, 1.6.1999, p. 57)

<sup>20</sup> Directive (EU) 2019/520 of the European Parliament and of the Council of 19 March 2019 on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union (OJ L 91, 29.3.2019, p. 45).

**Proposal for a directive  
Recital 18 a (new)**

*Text proposed by the Commission*

*Amendment*

**(18a) Under Directive (EU) 2025/2205 of the European Parliament and of the Council<sup>1a</sup>, alternatively-fuelled vehicles of category M1 referred to in Article 4(1) point (a) of Regulation (EU) 2018/858 of the European Parliament and the Council<sup>1b</sup> with a maximum mass of up to 4,25 tonnes may be driven with a category B licence. However, under Directive**

***1999/62/EC, as amended by Directive (EU) 2022/362, passenger cars are defined only as vehicles with a technically permissible maximum laden mass of up to 3,5 tonnes, with any vehicles exceeding that threshold being, by default, classified under other categories associated with heavy-duty vehicles. This regulatory misalignment creates a legal and practical inconsistency, whereby a vehicle recognised as a passenger car for driving licence purposes may be considered a light commercial vehicle or even a heavy-duty vehicle under the charging framework of Directive 1999/62/CE. As a result, such passenger cars exceeding 3,5 tonnes would be subject to toll levels and road user charges not intended for passenger vehicles, thereby contradicting the objectives of Directive 1999/62/CE. It is therefore essential to ensure alignment between these Directives in order to guarantee legal certainty, consistency in classification, and the proper application of the charging framework.***

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***<sup>1a</sup> Directive (EU) 2025/2205 of the European Parliament and of the Council of 22 October 2025 on driving licences, amending Regulation (EU) 2018/1724 of the European Parliament and of the Council and Directive (EU) 2022/2561 of the European Parliament and of the Council, and repealing Directive 2006/126/EC of the European Parliament and of the Council and Commission Regulation (EU) No 383/2012 (OJ L, 2025/2205, 5.11.2025, ELI: <http://data.europa.eu/eli/dir/2025/2205/oj>).***

***<sup>1b</sup> Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations***

*(EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, pp. 1, ELI: <http://data.europa.eu/eli/reg/2018/85/8/oj>).*

**Proposal for a directive  
Recital 19 d (new)**

*Text proposed by the Commission*

*Amendment*

***(19d) When a Member State decides to introduce or modify the variation of infrastructure or user charges based on the CO<sub>2</sub> emission class of heavy-duty vehicles, substantial adaptations of tolling systems and related IT infrastructure are required. Furthermore, transport companies and European Electronic Toll Service (EETS) providers need sufficient time to classify vehicles into CO<sub>2</sub> classes based on vehicle documents. In order to ensure legal certainty, operational continuity and the proper functioning of the EETS, sufficient implementation time should be granted between the publication of the complete set of applicable technical and operational requirements and the entry into force of such charging measures. A minimum period of six months is appropriate.***

**Proposal for a directive  
Recital 20**

*Text proposed by the Commission*

*Amendment*

***(20) Directives 1999/62/EC, 1999/37/EC and (EU) 2019/520 should therefore be amended accordingly,***

***(20) Directive 1999/62/EC should therefore be amended accordingly,***

Or. en

**Proposal for a directive**

**Article 1 – paragraph 1 – point 1 – point g**

Directive 1999/62/EC

Article 2 – paragraph 1 – points 42 and 43

*Text proposed by the Commission*

*Amendment*

**(g) the following points are added:** **deleted**

***‘(42) ‘trailer’ means a trailer as defined in Article 3, point 17 of Regulation (EU) 2018/858 and falling within the scope of Commission Implementing Regulation (EU) 2022/1362\*\*;***

***(43) ‘semi-trailer’ means a trailer which fulfils the definition of a semi-trailer in Article 3, point 33 of Regulation (EU) 2018/858 and falling within the scope of Commission Implementing Regulation (EU) 2022/1362.’***

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***\* Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO2 emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) No 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC (OJ L 198, 25.7.2019, p. 202).***

***\*\* Commission Implementing Regulation (EU) 2022/1362 of 1 August 2022 implementing Regulation (EC) No 595/2009 of the European Parliament and of the Council as regards the performance of heavy-duty trailers with regard to their influence on the CO2 emissions, fuel consumption, energy consumption and zero emission driving range of motor vehicles and amending Implementing Regulation (EU) 2020/683 (OJ L 205, 5.8.2022, p. 145);’***

**Proposal for a directive**  
**Article 1 – paragraph 1 – point 3**  
Directive 1999/62/EC  
Article 7gc

*Text proposed by the Commission*

*Amendment*

**(3) *the following Article is inserted:*** ***deleted***

***‘Article 7gc***

***1. Until 30 June 2030, Member States may take into account the effect of trailers on the CO<sub>2</sub> emissions of its combination with a motor vehicle when applying Article 7ga. From 1 July 2030 they shall take into account that effect.***

***Where a Member State applies the first subparagraph, the CO<sub>2</sub> emission class of the vehicle combination referred in Article 7ga (2) shall be affected by the trailer class of the towed trailer in accordance with Annex VIII.***

***2. Where a Member State applies the first paragraph and, in accordance with Article 9(1), point (a), imposes specific charges on vehicle combinations deviating from the maximum weights and/or dimensions laid down in Annex I to Council Directive 96/53/EC \*, in accordance with Article 4(4) of that Directive, it may apply a reduction of road charges to such vehicle combinations that employ at least one trailer to which a trailer class is assigned in accordance with Annex VIII to this Directive.***

***The amount of the reduction of the road charge may correspond to the reduction granted to vehicle combinations not deviating from the maximum weights and/or dimensions.***

***3. The Commission is empowered to adopt a delegated act in accordance with Article 9d in order to amend Annex VIII to determine the efficiency ratio thresholds laid down therein, or to adjust them to reflect technical progress. Their first determination shall be based on the***

*average efficiency of the trailer fleet when reference CO2 emissions for these vehicles are published, and on the potential that trailers have to generate efficiency improvements, taking into consideration the different potential between semi-trailers and other trailers.*

*For trailer classes 1 and 2 as identified in the table in Annex VIII, the Commission shall adopt a delegated act determining the efficiency ratio thresholds at the latest one year after the publication of reference CO2 emissions for trailers according to Article 11(1) of Regulation (EU) 2019/1242.*

*Trailer class 3, as identified in the table in Annex VIII, applies to zero-emission trailers as defined in Article 3, point 11, subpoint (c), of Regulation (EU) 2019/1242 and complying with the efficiency ratio threshold for trailer class 3. The Commission shall adopt a delegated act determining the efficiency ratio thresholds after legally certified values for those trailers are available.*

*The Commission is empowered to adopt a delegated act in accordance with Article 9d in order to amend Annex VIII to lay down a methodology for determining the allocation to a trailer class of trailers which are retrofitted with equipment improving their energy efficiency, especially those that were registered, sold or to enter into service before the date of application of Implementing Regulation (EU) 2022/1362.*

*4. For the purpose of recording the equipment referred to in paragraph 3, fourth subparagraph, Member States shall make use of item 10 (other information) of Annex II to Directive 2014/45/EU\*\*.*

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*\* Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the*

*Community the maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic (OJ L 235, 17.9.1996, p. 59)*

*\*\* Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers (OJ L 127, 29.4.2014, p. 51)';*

**Proposal for a directive**

**Article 1 – paragraph 1 – point 4**

Directive 1999/62/EC

Article 7j – paragraph 2a – subparagraph 1

*Text proposed by the Commission*

*Amendment*

*(4) In Article 7j (2a), the first subparagraph is replaced by the following:*

*deleted*

*'Where a driver or, where applicable, the transport operator or the European Electronic Toll Service (EETS) provider, is unable to provide evidence of the emission class of the vehicle for the purposes of Article 7g(2), Article 7ga and Article 7gb, Member States may apply tolls or user charges up to the highest level chargeable. Where a driver or, where applicable, the transport operator or the European Electronic Toll Service (EETS) provider, is unable to provide evidence of the emission class of the vehicle combination for the purposes of Article 7gc, Member States may apply tolls or user charges on the basis of the emission class of the motor vehicle.;*'

**Proposal for a directive**

**Article 1 – paragraph 1 – point 6**

Directive 1999/62/EC  
Article 9d – subparagraph 1

*Text proposed by the Commission*

*Amendment*

**(6)** *In Article 9d, the first subparagraph is replaced by the following:* **deleted**

*‘The Commission is empowered to adopt delegated acts in accordance with Article 9e to amend this Directive in respect of Annex 0, the formulas in points 4.1 and 4.2 of Annex IIIa, the amounts indicated in the tables of Annexes IIIb and IIIc in order to adapt them to scientific and technical progress, and the efficiency ratio thresholds indicated in table in Annex VIII in order to determine them or to adjust them to reflect technical progress.’*

**Proposal for a directive**  
**Article 1 – paragraph 1 – point 7**  
Directive 1999/62/EC  
Article 11 – point c

*Text proposed by the Commission*

*Amendment*

**(7)** *In Article 11, point c is replaced by the following:* **deleted**

*‘(c) the variation of infrastructure charges or user charges according to the environmental performance of vehicles, pursuant to Article 7g, 7ga, 7gb or 7gc;’*

**Proposal for a directive**  
**Article 1 – paragraph 1 – point 8**

*Text proposed by the Commission*

*Amendment*

**(8)** *the text in the Annex to this Directive is added as Annex VIII.* **deleted**

**Proposal for a directive**

**Article 2**

Directive (EU) 2019/520

Annex I – part I

*Text proposed by the Commission*

*Amendment*

**Article 2**

**deleted**

***Amendment to Directive (EU) 2019/520***

***In Annex I to Directive (EU) 2019/520,  
Part I is replaced by the following:***

***‘Part I. Data relating to vehicles***

***[...]***

**Proposal for a directive**

**Article 3**

Directive 1999/37/EC

Annex I – point V

*Text proposed by the Commission*

*Amendment*

***In Annex I to Directive 1999/37/EC, in  
point (V) exhaust emissions, the following  
points are added:***

**deleted**

***‘(V.11) Efficiency ratio:***

***— For non-volume-oriented trailers,  
efficiency ratio – ton-kilometre where  
indicated at position 49.11.2 of the  
certificate of conformity defined in the  
Appendix to Annex VIII to Commission  
Implementing Regulation (EU) 2020/683\*  
or at position 49.11.2 of the individual  
vehicle approval certificate defined in  
Appendix 1 to Annex III to that  
Regulation.***

***— For volume-oriented trailers,  
efficiency ratio – m<sup>3</sup>-kilometre based  
where indicated at position 49.11.3 of the  
certificate of conformity defined in the  
Appendix to Annex VIII to Commission***

***Implementing Regulation (EU) 2020/683 or at position 49.11.3 of the individual vehicle approval certificate defined in Appendix 1 to Annex III to that Regulation.***

***The volume orientation is indicated at position 49.10 of the certificate of conformity of heavy-duty trailers defined in the Appendix to Annex VIII to Commission Implementing Regulation (EU) 2020/683 or at position 49.10 of the individual vehicle approval certificate defined in Appendix 1 to Annex III to that Regulation,***

***(V.12) Trailer class determined in accordance with Article 7gc of Directive 1999/62/EC of the European Parliament and of the Council;***

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***\* Commission Implementing Regulation (EU) 2020/683 of 15 April 2020 implementing Regulation (EU) 2018/858 of the European Parliament and of the Council with regards to the administrative requirements for the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (OJ L 163, 26.5.2020, p. 1).'***

## **Proposal for a directive**

### **Annex I**

Directive 1999/62/EC

Annex VIII

*Text proposed by the Commission*

*Amendment*

***‘ANNEX VIII***

***deleted***

### ***TRAILERS CLASSIFICATION CRITERIA***

***This Annex specifies the variation criteria according to which CO<sub>2</sub> emission classes of vehicle combinations shall be differentiated in accordance with Article***

*7gc.*  
*[...]*”

## Compromise Amendment 2

### EPP, ECR, RENEW

Compromise amendment replacing Amendments 40, 41, 42, 43, 44, 45, 47, 48, 49, 50, 51, 52, 54, 55, 56, 58, 59, 60

### Proposal for a directive

#### Recital 17

##### *Text proposed by the Commission*

(17) This Directive should clarify how to allocate retrofitted zero-emission vehicles to CO<sub>2</sub> emission classes. Regulation (EU) 2019/1242 sets targets for manufacturers to reduce the CO<sub>2</sub> emissions of new heavy-duty vehicles. Under that regulation, manufacturers particularly benefit from placing zero-emission vehicles on the market. Directive 1999/62/EC incentivises demand for those vehicles by granting reduced charges in accordance with CO<sub>2</sub> emission class 5. An existing drawback of zero-emission vehicles is that they have a lower operational range than conventional vehicles. To increase the vehicle's operational range, it is possible to retrofit zero-emission vehicles by replacing a battery pack with a fuel generator in order to increase the vehicle's operational range. Such retrofitted vehicles thus become hybrid vehicles. Under Directive 1999/62/EC, vehicles are classified into CO<sub>2</sub> emission classes according to the vehicle documentation that is produced by manufacturers before the vehicle's first registration. This means that, under the current legislative framework, such retrofitted vehicles would continue to benefit from reduced charges in accordance with CO<sub>2</sub> emission class 5 although they use a fuel generator. This treatment however distorts the road freight transport market to the disadvantage of operators using zero-emission vehicles that are not retrofitted, and it does not reflect the actual

##### *Amendment*

(17) This Directive should clarify how to allocate retrofitted zero-emission vehicles to CO<sub>2</sub> emission classes. ***In the absence of harmonised Union methodologies for determining the CO<sub>2</sub> emissions of retrofitted vehicles, such vehicles should be classified in a manner that avoids market distortions. However, once such methodologies are established, retrofitted vehicles should be allocated to CO<sub>2</sub> emission classes on the basis of their verified emissions performance, in a technology-neutral manner, including where relevant as dual-propulsion or low-emission vehicles.*** Regulation (EU) 2019/1242 sets targets for manufacturers to reduce the CO<sub>2</sub> emissions of new heavy-duty vehicles. Under that regulation, manufacturers particularly benefit from placing zero-emission vehicles on the market. Directive 1999/62/EC incentivises demand for those vehicles by granting reduced charges in accordance with CO<sub>2</sub> emission class 5. An existing drawback of zero-emission vehicles is that they have a lower operational range than conventional vehicles. To increase the vehicle's operational range, it is possible to retrofit zero-emission vehicles by replacing a battery pack with a fuel generator in order to increase the vehicle's operational range. Such retrofitted vehicles thus become hybrid vehicles. Under Directive 1999/62/EC, vehicles are classified into CO<sub>2</sub> emission classes according to the vehicle documentation that is produced by

emission reductions over the vehicles' lifetime for the purposes of Regulation (EU) 2019/1242. To ensure that all vehicles are CO2 emission classes based on the results of the VECTO simulation tool, zero-emission vehicles that are retrofitted with a fuel-powered engine should therefore be treated under Directive 1999/62/EC as belonging to CO2 emission class 1.

manufacturers before the vehicle's first registration. This means that, under the current legislative framework, such retrofitted vehicles would continue to benefit from reduced charges in accordance with CO2 emission class 5 although they use a fuel generator. This treatment, however, distorts the road freight transport market to the disadvantage of operators using zero-emission vehicles that are not retrofitted, and it does not reflect the actual emission reductions over the vehicles' lifetime for the purposes of Regulation (EU) 2019/1242. To ensure that all vehicles are ***allocated to*** CO2 emission classes based on the results of the VECTO simulation tool, zero-emission vehicles that are retrofitted with a fuel-powered engine should therefore be treated under Directive 1999/62/EC as belonging to CO2 emission class 1. ***This treatment should not prejudice the development of future methodologies allowing the classification of such vehicles based on their actual CO2 emissions performance, in a technologically-neutral manner.***

Or. en

**Proposal for a directive**  
**Recital 17 a (new)**

*Text proposed by the Commission*

*Amendment*

***(17a) The deployment of electrified auxiliary technologies for light and heavy-duty vehicles, including electrified transport refrigeration units, can significantly contribute to the decarbonisation of the road transport sector, achieving emission reductions of up to 15 % compared to vehicles of the same category equipped with fossil fuel-based refrigeration systems. Such technologies could therefore play an important role in reducing greenhouse gas emissions from road freight transport.***

***Member States may ensure that this potential is appropriately taken into account, in particular by providing for proportionate reductions in tolls or user charges for vehicles equipped with electrified transport refrigeration units. Such economic relief would ensure the competitiveness of the sector, while supporting operators who commit to decarbonise.***

## **Proposal for a directive**

### **Recital 18**

#### *Text proposed by the Commission*

(18) This Directive should clarify how to allocate dual-fuel vehicles to CO<sub>2</sub> emission classes. Article 24(2), point (g), of Commission Regulation (EU) 2017/2400, obliges manufacturers to issue a customer information file for dual-fuel vehicles starting from 1 January 2024. However, certain dual-fuel vehicles were registered before that date without a customer information file. Vehicles that were first registered before that date cannot access more favourable toll rates and may suffer from a competitive disadvantage to similar vehicles that were registered at a later time. It is possible for manufacturers to determine the CO<sub>2</sub> emissions of a vehicle that has already been registered by performing a new simulation that takes into account the latest requirements of Regulation (EU) 2017/2400. Member States should accept the result of those simulations as a proof of the vehicle's CO<sub>2</sub> emissions. The Commission should prevent the use of illegitimate simulation results by overseeing manufacturers' use of this option. A manufacturer that decides to use this option should therefore notify it to the Commission. Member States should only accept this document if it is received directly from a manufacturer, if the document is in digital format, as this is less vulnerable to fraud, and if a positive Commission Decision has been addressed

#### *Amendment*

(18) This Directive should clarify how to allocate dual-fuel vehicles to CO<sub>2</sub> emission classes. Article 24(2), point (g), of Commission Regulation (EU) 2017/2400, obliges manufacturers to issue a customer information file for dual-fuel vehicles starting from 1 January 2024. However, certain dual-fuel vehicles were registered before that date without a customer information file. Vehicles that were first registered before that date cannot access more favourable toll rates and may suffer from a competitive disadvantage to similar vehicles that were registered at a later time. It is possible for manufacturers to determine the CO<sub>2</sub> emissions of a vehicle that has already been registered by performing a new simulation that takes into account the latest requirements of Regulation (EU) 2017/2400. Member States should accept the result of those simulations as a proof of the vehicle's CO<sub>2</sub> emissions. The Commission should prevent the use of illegitimate simulation results by overseeing manufacturers' use of this option. A manufacturer that decides to use this option should therefore notify it to the Commission. Member States should only accept this document if it is received directly from a manufacturer, if the document is in digital format, as this is less vulnerable to fraud, and if a positive Commission Decision has been addressed

to that manufacturer.

to that manufacturer. *The classification of such vehicles should be based on their verified CO<sub>2</sub> emissions performance and should respect the principle of technological neutrality, ensuring that different technological solutions are treated on equal terms.*

**Proposal for a directive  
Recital 18 a (new)**

*Text proposed by the Commission*

*Amendment*

***(18a) Under Directive (EU) 2025/2205 of the European Parliament and of the Council<sup>1a</sup>, alternatively-fuelled vehicles of category M1 referred to in Article 4(1) point (a) of Regulation (EU) 2018/858 of the European Parliament and the Council<sup>1b</sup> with a maximum mass of up to 4,25 tonnes may be driven with a category B licence. However, under Directive 1999/62/EC, as amended by Directive (EU) 2022/362, passenger cars are defined only as vehicles with a technically permissible maximum laden mass of up to 3,5 tonnes, with any vehicles exceeding that threshold being, by default, classified under other categories associated with heavy-duty vehicles. This regulatory misalignment creates a legal and practical inconsistency, whereby a vehicle recognised as a passenger car for driving licence purposes may be considered a light commercial vehicle or even a heavy-duty vehicle under the charging framework of Directive 1999/62/CE. As a result, such passenger cars exceeding 3,5 tonnes would be subject to toll levels and road user charges not intended for passenger vehicles, thereby contradicting the objectives of Directive 1999/62/CE. It is therefore essential to ensure alignment between these Directives in order to guarantee legal certainty, consistency in classification, and the proper application of the charging framework.***

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***<sup>1a</sup> Directive (EU) 2025/2205 of the European Parliament and of the Council of 22 October 2025 on driving licences, amending Regulation (EU) 2018/1724 of the European Parliament and of the Council and Directive (EU) 2022/2561 of the European Parliament and of the Council, and repealing Directive 2006/126/EC of the European Parliament and of the Council and Commission Regulation (EU) No 383/2012 (OJ L, 2025/2205, 5.11.2025, ELI: <http://data.europa.eu/eli/dir/2025/2205/oj>).***

***<sup>1b</sup> Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, pp. 1, ELI: <http://data.europa.eu/eli/reg/2018/858/oj>).***

**Proposal for a directive  
Recital 19 a (new)**

*Text proposed by the Commission*

*Amendment*

***(19a) The deployment of zero-emission heavy-duty vehicles is progressing slower than expected, hindered by persistent barriers such as limited grid capacity, lengthy permitting procedures, and high charging infrastructure costs. As a result, zero-emission exemptions are currently of limited practical applicability, particularly in long-haul transport. In this context, transitional low-emission technologies, especially factory-equipped range-extender vehicles, can provide immediate CO<sub>2</sub> reductions.***

*Without prejudice to existing provisions, this Directive should introduce measures to recognise the temporary role of low-emission technologies. For low-emission vehicles, Member States should be able to temporarily apply reductions of up to 75% compared to the charges applicable for CO2 emission class 1, where and as long as an exemption of charges for zero-emission vehicles is in place. The temporary nature of the reduction supports a technologically open approach, as well as the decarbonisation of the road sector in the short term, while the enabling conditions for zero-emission technologies are being developed.*

**Proposal for a directive**

**Article 1 – paragraph 1 – point 1 – point -a a (new)**

Directive 1999/62/EC

Article 2 – paragraph 1 – point 21

*Present text*

*Amendment*

(21) ‘light-duty vehicle’ means a vehicle with a technically permissible maximum laden mass not exceeding 3,5 tonnes;

*(-aa) point 21 is replaced by the following:*

(21) ‘light-duty vehicle’ means a vehicle with a technically permissible maximum laden mass not exceeding 3,5 tonnes **and alternatively-fuelled vehicles of category M1 referred to in Article 4(1) point (a) of Regulation (EU) 2018/858 with a maximum mass not exceeding 4,25 tonnes;**

**Proposal for a directive**

**Article 1 – paragraph 1 – point 1 a (new)**

Directive 1999/62/EC

Article 7 – paragraph 9 – point d a (new)

*Text proposed by the Commission*

*Amendment*

*(1a) in Article 7(9), the following point is added:*

*(da) vehicles of categories N<sub>2</sub> and N<sub>3</sub> referred to in Article 4(1) point (b) of*

*Regulation (EU) 2018/858 of the European Parliament and the Council, if equipped with an electrified transport refrigeration unit.'*

**Proposal for a directive**

**Article 1 – paragraph 1 – point 1 b (new)**

Directive 1999/62/EC

Article 7 – paragraph 10 a (new)

*Text proposed by the Commission*

*Amendment*

*(1b) in Article 7, the following paragraph is inserted:*

*'10a. Member States, taking into account the VECTO methodology, shall ensure that the application of the CO<sub>2</sub>-based classification and differentiation of charges for heavy-duty vehicles takes into account the actual use of vehicle combinations in logistic systems.*

*To this end, particular attention shall be paid to:*

*(a) the proportion of empty journeys and the loading rate;*

*(b) the multi-use of vehicles and trailers;*

*(c) the loading efficiency of the trailer and specific use like side-opening trailers used for military or commercial use;*

*(d) the impact on the efficiency and resilience of the transport system;*

*(e) life-cycle emissions.'*

**Proposal for a directive**

**Article 1 – paragraph 1 – point 2 – point a**

Directive 1999/62/EC

Article 7ga – paragraph 1

*Text proposed by the Commission*

*Amendment*

(a) in paragraph 1, the second, third, and fourth subparagraphs are replaced by the following:

'Member States shall apply that variation

(a) in paragraph 1, the second, third, and fourth subparagraphs are replaced by the following:

'Member States shall apply that variation

to the vehicles sub-groups covered by Regulation (EU) 2019/1242 at the latest six months after the publication of the reference CO<sub>2</sub> emissions of those vehicle sub-groups, adopted in accordance with Article 11(1) of that Regulation. However, for vehicle sub-groups 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH, Member States shall apply that variation at the latest on 13 May 2023.

Member States shall apply the reference CO<sub>2</sub> emissions as adjusted pursuant to Article 11(2) of Regulation (EU) 2019/1242 starting from the first day of the sixth month following their publication. However, for vehicle sub-groups 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD and 10-LH, Member States shall apply the reference CO<sub>2</sub> emissions as adjusted pursuant to Commission Implementing Regulation (EU) .../... [add reference once known] starting from 1 July 2026.;

to the vehicles sub-groups covered by Regulation (EU) 2019/1242 at the latest six months after the publication of the reference CO<sub>2</sub> emissions of those vehicle sub-groups, adopted in accordance with Article 11(1) of that Regulation. However, for vehicle sub-groups 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH, Member States shall apply that variation at the latest on 13 May 2023.

Member States shall apply the reference CO<sub>2</sub> emissions as adjusted pursuant to Article 11(2) of Regulation (EU) 2019/1242 starting from the first day of the sixth month following their publication. However, for vehicle sub-groups 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD and 10-LH, Member States shall apply the reference CO<sub>2</sub> emissions as adjusted pursuant to Commission Implementing Regulation (EU) .../... [add reference once known] starting from 1 July 2026.;

***The measures applied pursuant to this Article shall respect the principle of technological neutrality.***

## **Proposal for a directive**

### **Article 1 – paragraph 1 – point 2 – point a b (new)**

Directive 1999/62/EC

Article 7ga – paragraph 1 – subparagraph 5

#### *Present text*

Without prejudice to the reduction of rates provided for in paragraph 3, Member States may provide for reduced rates of infrastructure or user charges, or exemptions to pay infrastructure or user charges for zero emission vehicles of any vehicle group from 24 March 2022 until 30 June 2031. From 1 July 2031, such reductions shall be limited to 75 % compared to the charge applicable to CO<sub>2</sub> emission class 1, as defined in paragraph 2.

#### *Amendment*

***(ab) in paragraph 1, the fifth subparagraph is replaced by the following:***

‘Without prejudice to the reduction of rates provided for in paragraph 3, Member States may provide for reduced rates of infrastructure or user charges, or exemptions to pay infrastructure or user charges for zero emission vehicles of any vehicle group from 24 March 2022 until 30 June 2031. ***Within this period, Member States may apply a reduced rate of infrastructure or user charge for low-emission vehicles up to 75%, should a***

*higher exemption to pay infrastructure or user charges for zero emission vehicles be in place.* From 1 July 2031, such reductions *for zero-emission vehicles* shall be limited to 75 % compared to the charge applicable to CO2 emission class 1, *and for low emission vehicles they shall be limited to up to 50% compared to the charge applicable to CO2 emission class 1*, as defined in paragraph 2.'

## Proposal for a directive

### Article 1 – paragraph 1 – point 2 – point b

Directive 1999/62/EC

Article 7ga – paragraph 2

#### *Text proposed by the Commission*

(b) in paragraph 2, the following subparagraphs are added:

‘Member States shall reclassify the vehicles that have been classified in CO2 emission class 2 or 3 with an emission reduction trajectory based on a CO2 emissions reduction target for 2030 of 43% by instead using an emission reduction trajectory based on a CO2 emissions reduction target for 2030 of 30% at the latest by [date of entry into force of this Directive + two months].

Member States shall 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 issued in accordance with Article 9 of Regulation (EU) 2017/2400. If the date of the first registration of a vehicle is before the start of the emission reduction trajectory of the vehicle sub-group to which the vehicle belongs, the values of the first year of the emission reduction trajectory for that sub-group shall apply.

#### *Amendment*

(b) in paragraph 2, the following subparagraphs are added:

‘Member States shall reclassify the vehicles that have been classified in CO2 emission class 2 or 3 with an emission reduction trajectory based on a CO2 emissions reduction target for 2030 of 43% by instead using an emission reduction trajectory based on a CO2 emissions reduction target for 2030 of 30% at the latest by [date of entry into force of this Directive + two months].

Member States shall 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 issued in accordance with Article 9 of Regulation (EU) 2017/2400, ***based on their verified CO2 emissions performance, applied in a technologically neutral manner.*** If the date of the first registration of a vehicle is before the start of the emission reduction trajectory of the vehicle sub-group to which the vehicle belongs, the values of the first year of the emission reduction trajectory for that sub-group shall apply.

***For the purposes of verification and enforcement, Member States shall ensure***

*that the CO<sub>2</sub> emission class included in the customer information file is made available in an accessible format, including as a physical printout, QR code, mobile certificate or, where available, via Union systems, and may be integrated into the vehicle registration document.*

Member States shall treat vocational vehicles, as defined Article 3, point 9, of Regulation (EU) 2019/1242, as vehicles belonging to the corresponding non-vocational vehicle sub-group.

Member States shall treat vocational vehicles, as defined *in* Article 3, point 9, of Regulation (EU) 2019/1242, as vehicles belonging to the corresponding non-vocational vehicle sub-group, *without prejudice to the objective of ensuring consistency with their emissions performance.*

### **Proposal for a directive**

#### **Article 1 – paragraph 1 – point 2 – point b a (new)**

Directive 1999/62/EC

Article 7ga – paragraph 5 a (new)

*Text proposed by the Commission*

*Amendment*

*(ba) in Article 7ga, the following paragraph is inserted:*

*‘5a. By way of derogation from paragraph 1, Member States may provide for a reduction of up to 10 % of the infrastructure charge or user charge applicable to a given vehicle in accordance with its CO<sub>2</sub> emission class, for vehicles equipped with an electrified transport refrigeration unit. That reduction shall be applied in addition to the variations provided for in paragraph 3 and shall comply with paragraph 4.’*

Or. en