



2025/1045

25.7.2025

COMMISSION DELEGATED REGULATION (EU) 2025/1045

of 20 May 2025

amending Regulation (EU) 2019/1242 of the European Parliament and of the Council as regards the addition of vehicle sub-groups for extra-heavy-combination lorries

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to 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 Regulation (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC⁽¹⁾, and in particular Article 14(1) points (a), (e), (f) and (g), thereof,

Whereas:

- (1) If employed under appropriate operational and regional conditions, extra-heavy combination lorries ('EHC lorries') defined in Article 3(25) of Regulation (EU) 2019/1242, may show lower CO₂ emissions per mileage travelled and payload transported, expressed in lower values of gCO₂/t•km, than other vehicle combinations.
- (2) Such lower values of gCO₂/t•km should be reflected in the calculation of compliance with the CO₂ emissions targets provided for in Article 3a(1) points (b), (c) and (d) of Regulation (EU) 2019/1242 by adding separate vehicle sub-groups for EHC lorries.
- (3) Regulation (EU) 2019/1242 should therefore be amended accordingly,

HAS ADOPTED THIS REGULATION:

Article 1

Amendment to Regulation (EU) 2019/1242

Annex I to Regulation (EU) 2019/1242 is amended in accordance with the Annex to this Regulation.

Article 2

Entry into force

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 20 May 2025.

For the Commission
The President
Ursula VON DER LEYEN

⁽¹⁾ OJ L 198, 25.7.2019, p. 202, ELI: <http://data.europa.eu/eli/reg/2019/1242/oj>.

ANNEX

Annex I to Regulation (EU) 2019/1242 is amended as follows:

(1) point 1.1.1 is replaced by the following:

‘1.1.1. For heavy-duty vehicles of category N, the vehicle sub-group sg is defined as follows:

Vehicle group pursuant to Annex I to Regulation (EU) 2017/2400	Cab type	Engine power	Operational range (OR)	Vehicle sub-group (sg) attributed for the purposes of this Regulation (1)	
				Vehicles other than vocational vehicles	Vocational vehicles
53 and zero-emission heavy-duty vehicles in 51	All			53	53v
54 and zero-emission heavy-duty vehicles in 52	All			54	—
1s	All			1s	1sv
1	All			1	1v
2	All			2	2v
3	All			3	3v
4	All	< 170 kW	All	4-UD	4v
	Day cab	≥ 170 kW	All	4-RD	
	Sleeper cab	≥ 170 kW and < 265 kW			
	Sleeper cab	≥ 265 kW	< 350 km		
	Sleeper cab	≥ 265 kW	≥ 350 km	4-LH	
5	Day cab	All	All	5-RD	5v
	Sleeper cab	< 265 kW			
	Sleeper cab	≥ 265 kW	< 350 km		
	Sleeper cab	≥ 265 kW	≥ 350 km	5-LH	
9	Day cab	All	All	9-RD	9v
	Sleeper cab	All	< 350 km		
	Sleeper cab	All	≥ 350 km	9-LH	

Vehicle group pursuant to Annex I to Regulation (EU) 2017/2400	Cab type	Engine power	Operational range (OR)	Vehicle sub-group (sg) attributed for the purposes of this Regulation ⁽¹⁾	
				Vehicles other than vocational vehicles	Vocational vehicles
10	Day cab	All	All	10-RD	10v
	Sleeper cab	All	< 350 km		
	Sleeper cab	All	≥ 350 km	10-LH	
11	All, excluding EHC lorries			11	11v
	All, EHC lorries only			11-EHC	
12	All, excluding EHC lorries			12	12v
	All, EHC lorries only.			12-EHC	
16	All, excluding EHC lorries			16	16v
	All, EHC lorries only			16-EHC	

⁽¹⁾ For the calculation of vehicle shares and average specific CO₂ emissions of manufacturers of reporting periods of the years 2030 to 2034 in accordance with points 2.4 and 2.7, respectively, zero-emission vocational vehicles of category N shall be attributed as follows:

Zero-emission vocational vehicle in vehicle sub-group	Attributed to vehicle sub-group
53v	53
1sv	1s
1v	1
2v	2
3v	3
4v	4-UD
5v	5-RD
9v	9-RD
10v	10-RD
11v	11
12v	12
16v	16

“Sleeper cab” means a type of cab that has a compartment behind the driver’s seat intended to be used for sleeping as reported pursuant to Articles 13a and 13b.

“Day cab” means a type of cab that is not a sleeper cab.

Where a new heavy-duty vehicle is attributed to vehicle sub-group 4-UD, but data on the CO₂ emissions in g/km are not available for the UDL or UDR mission profiles as defined in point 1.4, the new heavy-duty vehicle shall be attributed to vehicle sub-group 4-RD.

“Operational range” means the distance a heavy-duty vehicle can travel under long haul transport conditions without being re-charged or re-filled, as provided for in point 1.3.

Where, for a heavy-duty vehicle falling in group 11, 12 or 16, the information regarding TPMLM referred to in Article 3(25), point (c), is not available, that vehicle shall be attributed to vehicle sub-groups 11-EHC, 12-EHC and 16-EHC on the basis of the criteria set out in Article 3(25), points (a) and (b) only.;

- (2) point 2.1.1 is replaced by the following:

‘2.1.1. Mission profile weights ($W_{sg,mp}$) for heavy-duty vehicles of category N

Vehicle sub-group (sg) ⁽¹⁾	Mission profile (mp) ⁽²⁾												
	RDL	RDR	LHL	LHR	UDL	UDR	REL, RER	LEL	LER	MUL	MUR	COL	COR
53, 53v	0,25	0,25	0	0	0,25	0,25	0	0	0	0	0	0	0
54	0,25	0,25	0	0	0,25	0,25	0	0	0	0	0	0	0
1s, 1sv	0,1	0,3	0	0	0,18	0,42	0	0	0	0	0	0	0
1, 1v	0,1	0,3	0	0	0,18	0,42	0	0	0	0	0	0	0
2, 2v	0,125	0,375	0	0	0,15	0,35	0	0	0	0	0	0	0
3, 3v	0,125	0,375	0	0	0,15	0,35	0	0	0	0	0	0	0
4-UD	0	0	0	0	0,5	0,5	0	0	0	0	0	0	0
4-RD	0,45	0,45	0,05	0,05	0	0	0	0	0	0	0	0	0
4-LH	0,05	0,05	0,45	0,45	0	0	0	0	0	0	0	0	0
4v	0	0	0	0	0	0	0	0	0	0,25	0,25	0,25	0,25
5-RD	0,27	0,63	0,03	0,07	0	0	0	0	0	0	0	0	0
5-LH	0,03	0,07	0,27	0,63	0	0	0	0	0	0	0	0	0
5v	0	0	0	0	0	0	0	0	0	0	0	0,5	0,5
9-RD	0,27	0,63	0,03	0,07	0	0	0	0	0	0	0	0	0
9-LH	0,03	0,07	0,27	0,63	0	0	0	0	0	0	0	0	0
9v	0	0	0	0	0	0	0	0	0	0,25	0,25	0,25	0,25
10-RD	0,27	0,63	0,03	0,07	0	0	0	0	0	0	0	0	0
10-LH	0,03	0,07	0,27	0,63	0	0	0	0	0	0	0	0	0
10v	0	0	0	0	0	0	0	0	0	0	0	0,5	0,5
11	0,3	0,7	0	0	0	0	0	0	0	0	0	0	0
11v	0	0	0	0	0	0	0	0	0	0,1	0,23	0,3	0,37
11-EHC	0,03	0,07	0	0	0	0	0	0,27	0,63	0	0	0	0
12	0,3	0,7	0	0	0	0	0	0	0	0	0	0	0
12v	0	0	0	0	0	0	0	0	0	0	0	0,3	0,7
12-EHC	0,03	0,07	0	0	0	0	0	0,27	0,63	0	0	0	0
16, 16v	0	0	0	0	0	0	0	0	0	0	0	0,3	0,7
16-EHC	0,03	0,07	0	0	0	0	0	0,27	0,63	0	0	0	0

⁽¹⁾ See definitions in point 1.1.

⁽²⁾ See definitions in point 1.4.;

(3) point 2.5.1 is replaced by the following:

‘2.5.1. Heavy-duty vehicles of category N

Payload values $PL_{sg, mp}$ (in tonnes) are determined as follows:

Vehicle sub-group (sg) ⁽¹⁾	Mission profile (mp) ⁽²⁾													
	RDL	RDR	LHL	LHR	UDL	UDR	REL	RER	LEL	LER	MUL	MUR	COL	COR
53	As determined in point 3.1.1		Not applicable		As determined in point 3.1.1		Not applicable							
53v														
54														
1s														
1sv														
1														
1v														
2			As determined in point 3.1.1											
2v														
3			Not applicable											
3v														
4-UD	0,9	4,4	1,9	14	0,9	4,4	3,5	17,5	3,5	26,5	0,6	3,0	0,9	4,4
4-RD														
4-LH														
4v														
5-RD	2,6	12,9	2,6	19,3	2,6	12,9	3,5	17,5	3,5	26,5	n.a.	n.a.	2,6	12,9
5-LH														
5v														
9-RD	1,4	7,1	2,6	19,3	1,4	7,1	3,5	17,5	3,5	26,5	1,2	6,0	1,4	7,1
9-LH														
9v														
10-RD	2,6	12,9	2,6	19,3	2,6	12,9	3,5	17,5	3,5	26,5	n.a.	n.a.	2,6	12,9
10-LH														
10v														
11	1,4	7,1	2,6	19,3	1,4	7,1	3,5	17,5	3,5	26,5	1,2	6,0	1,4	7,1
11v														
11-EHC										31				
12	2,6	12,9	2,6	19,3	2,6	12,9	3,5	17,5	3,5	26,5	n.a.	n.a.	2,6	12,9
12v														
12-EHC										31				
16	1,4	7,1	2,6	19,3	1,4	7,1	3,5	17,5	3,5	26,5	n.a.	n.a.	2,6	12,9
16v														
16-EHC										34				

⁽¹⁾ See definitions in point 1.1.

⁽²⁾ See definitions in point 1.4.

Technically permissible maximum payload values $maxPL_{sg}$ and cargo volumes CV_{sg} are determined in accordance with point 3.1.1.;

(4) point 2.6.1 is replaced by the following:

‘2.6.1. Annual mileages for heavy-duty vehicles of category N

Vehicle sub-group (sg) ⁽¹⁾	Annual mileage AM _{sg} (in km)
53, 53v	58 000
54	58 000
1s, 1sv	58 000
1, 1v	58 000
2, 2v	60 000
3, 3v	60 000
4-UD	60 000
4-RD	78 000
4-LH	98 000
4v	60 000
5-RD	78 000
5-LH	116 000
5v	60 000
9-RD	73 000
9-LH	108 000
9v	60 000
10-RD	68 000
10-LH	107 000
10v	60 000
11	65 000
11v	60 000
11-EHC	107 000
12	67 000
12v	60 000
12-EHC	107 000
16, 16v	60 000
16-EHC	107 000

⁽¹⁾ See definitions in point 1.1.’;

(5) point 4.3.1 is replaced by the following:

‘4.3.1. The following CO₂ emissions reduction targets rf_{sg} and rfp_{sg} pursuant to Article 3a shall apply to heavy-duty vehicles in the vehicle sub-group sg for different reporting periods:

CO ₂ emissions reduction targets rf_{sg} and rfp_{sg}					
Vehicle sub-groups (sg)		Reporting periods of the years			
		2025–2029	2030–2034	2035–2039	As from 2040
Medium lorries	53, 54	0	43 %	64 %	90 %
Heavy lorries > 7,4 t	1s, 1, 2, 3	0	43 %	64 %	90 %
Heavy lorries > 16 t with 4 × 2 and 6 × 4 axle configurations	4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD, 10-LH	15 %	43 %	64 %	90 %
Heavy lorries > 16 t with special axle configurations	11, 12, 16, 11-EHC, 12-EHC, 16-EHC	0	43 %	64 %	90 %
Vocational vehicles	53v, 1sv, 1v, 2v, 3v, 4v, 5v, 9v, 10v, 11v, 12v, 16v	0	0	64 %	90 %
Coaches and interurban buses (rf_{sg})	32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD, 31-L2, 33-L2	0	43 %	64 %	90 %
Primary vehicles of coaches and interurban buses (rfp_{sg})	32-C2, 32-C3, 32-DD, 34-C2, 34-C3, 34-DD, 31-L2, 33-L2	0	43 %	64 %	90 %
Trailers	421, 421v, 422, 422v, 423, 431, 431v, 432, 432v, 433, 611, 612, 611V, 612V, 621, 623, 621V, 622, 622V, 623V, 624, 624V, 625, 631, 631v, 632, 632v, 633	0	7,5 %	7,5 %	7,5 %

CO ₂ emissions reduction targets rf_{sg} and rfp_{sg}					
Vehicle sub-groups (sg)		Reporting periods of the years			
		2025–2029	2030–2034	2035–2039	As from 2040
Semi-trailers	111, 111V, 112, 112V, 113, 121, 121V, 122, 122V, 123, 123V, 124, 124V, 125, 126, 131, 131V, 132, 132V, 133	0	10 %	10 %	10 %

For reporting periods of the years before 2025, all CO₂ emissions reduction targets rf_{sg} and rfp_{sg} shall be 0.’.