
STATUTORY INSTRUMENTS

2025 No. 794

**ROAD TRAFFIC
ENVIRONMENTAL PROTECTION**

**The New Heavy-Duty Vehicles (Carbon Dioxide Emission
Performance Standards) (Vocational Vehicles) Regulations 2025**

<i>Made</i>	- - - -	<i>2nd July 2025</i>
<i>Laid before Parliament</i>		<i>7th July 2025</i>
<i>Coming into force</i>	- -	<i>29th July 2025</i>

The Secretary of State makes these Regulations in exercise of the powers conferred by [Article 2\(3\)](#) of [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⁽¹⁾.

Citation, commencement and extent

1.—(1) These Regulations may be cited as the New Heavy-Duty Vehicles (Carbon Dioxide Emission Performance Standards) (Vocational Vehicles) Regulations 2025 and come into force on 29th July 2025.

(2) These Regulations extend to England and Wales, Scotland and Northern Ireland.

Interpretation

2. In these Regulations—

“Commission [Regulation \(EU\) 2017/2400](#)” means [Commission Regulation \(EU\) 2017/2400](#) of 12 December 2017 implementing [Regulation \(EC\) No 595/2009 of the European Parliament and of the Council](#) as regards the determination of the CO₂ emissions and fuel consumption of heavy-duty vehicles and amending [Directive 2007/46/EC of the European Parliament and of the Council](#) and [Commission Regulation \(EU\) No 582/2011](#)⁽²⁾;

“heavy-duty vehicle” means a vehicle to which any of points (a) to (d) of [Article 2\(1\)](#) of [Regulation \(EU\) 2019/1242](#) apply;

“manufacturer” has the meaning given in [Article 3\(10\)](#) of [Regulation \(EU\) 2019/1242](#)⁽³⁾;

(1) [EUR 2019/1242](#). [Article 2](#) was amended by [S.I. 2020/1402](#), [2022/1361](#) and [2025/367](#).

(2) [EUR 2017/2400](#), amended by [EUR 2019/318](#) and [S.I. 2022/1273](#).

(3) [EUR 2019/1242](#). [Article 3\(10\)](#) was substituted by [S.I. 2022/1361](#).

“misreported vehicle” means a heavy-duty vehicle that—

- (a) was certified as a vocational vehicle based on the data reported by the manufacturer in accordance with [Article 5](#) of [Regulation \(EU\) 2018/956](#)(4); and
- (b) was registered as a non-vocational vehicle based on the data reported to the Secretary of State in accordance with [Article 4](#) of [Regulation \(EU\) 2018/956](#);

“non-vocational vehicle” means a heavy-duty vehicle other than a vocational vehicle;

“[Regulation \(EU\) 2018/956](#)” means [Regulation \(EU\) 2018/956 of the European Parliament and of the Council](#) on the monitoring and reporting of CO₂ emissions from and fuel consumption of new heavy-duty vehicles(5);

“[Regulation \(EU\) 2019/1242](#)” means [Regulation \(EU\) 2019/1242 of the European Parliament and of the Council](#) setting CO₂ emission performance standards for new heavy-duty vehicles and amending [Regulations \(EC\) No 595/2009](#) and [\(EU\) 2018/956](#) of the European Parliament and of the Council and [Council Directive 96/53/EC](#);

“vocational vehicle” has the meaning given in [Article 3\(16\)](#) of [Commission Regulation \(EU\) 2017/2400](#).

Identification of misreported vehicles

3.—(1) Where a misreported vehicle is identified, the Secretary of State must notify the manufacturer of the vehicle.

(2) Within one month of receiving a notification under [paragraph \(1\)](#), a manufacturer may provide to the Secretary of State information to show that the vehicle was correctly certified as a vocational vehicle.

(3) Where, following receipt of any information under [paragraph \(2\)](#), the Secretary of State considers that a misreported vehicle was incorrectly certified as a vocational vehicle, the Secretary of State must correct the manufacturer’s average specific CO₂ emissions(6) for the reporting period of the relevant year(7) to take that vehicle into account.

Procedure for correcting average specific CO₂ emissions

4.—(1) The Secretary of State may correct a manufacturer’s average specific CO₂ emissions using the correct CO₂ values of a misreported vehicle.

(2) Where the correct CO₂ values of a misreported vehicle are not already available, the Secretary of State may request that a manufacturer determine the correct CO₂ values according to the technical characteristics of that vehicle.

(3) Where a manufacturer determines the correct CO₂ values of a misreported vehicle following a request under [paragraph \(2\)](#), the manufacturer must use the same version of the simulation tool as used for the original determination of the CO₂ values of that vehicle, unless the Secretary of State permits otherwise.

(4) Where a manufacturer fails to determine the correct CO₂ values of a misreported vehicle within two months of receiving a request under [paragraph \(2\)](#), the Secretary of State may correct the manufacturer’s average specific CO₂ emissions using the formula set out in [the Schedule](#).

(5) In this regulation—

(4) [EUR 2018/956](#). [Article 5](#) was substituted by [S.I. 2019/846](#).

(5) [EUR 2018/956](#), amended by [S.I. 2019/846](#), [2020/1402](#), [2022/1361](#) and [2023/1257](#), [Commission Delegated Regulation \(EU\) 2019/888](#) and [Regulation \(EU\) 2019/1242](#).

(6) “Average specific CO₂ emissions” is defined in [Article 3\(4\)](#) of [Regulation \(EU\) 2019/1242](#).

(7) “Reporting period of the year Y” is defined in [Article 3\(3\)](#) of [Regulation \(EU\) 2019/1242](#).

“correct CO₂ values” means the CO₂ emissions and fuel consumption of a misreported vehicle as a non-vocational vehicle, determined using the simulation tool in accordance with [Commission Regulation \(EU\) 2017/2400](#);

“simulation tool” means an electronic tool used to determine CO₂ emissions and fuel consumption of vehicles as provided for in [Article 5](#) of [Commission Regulation \(EU\) 2017/2400](#).

Signed by authority of the Secretary of State

2nd July 2025

Lilian Greenwood
Parliamentary Under Secretary of State
Department for Transport

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

Schedule

Regulation 4

Formula for correcting average specific CO₂ emissions

1. Where [regulation 4\(4\)](#) applies, the average specific CO₂ emissions of the manufacturer must be corrected as follows for the reporting period of the relevant year:

$$(avgCO2_{sg})_{corr} = (V_{sg} \times avgCO2_{sg} + \sum_v CO2 V_v) / (V_{sg} + Voc_{sg})$$

where—

$avgCO2_{sg}$ is the average specific CO₂ emissions of the manufacturer defined in Annex I, point 2.2. of [Regulation \(EU\) 2019/1242](#);

V_{sg} is the number of new heavy-duty vehicles of the manufacturer in the vehicle sub-group sg , excluding vocational vehicles, in accordance with [Article 4\(a\)](#) of [Regulation \(EU\) 2019/1242](#);

Σ_v is the sum over all heavy-duty vehicles of the manufacturer in the vehicle sub-group sg , in accordance with [regulation 3\(3\)](#);

$CO2V_v$ is the average of the CO₂ emissions in g/tkm of the vocational vehicle v for all different combinations of mission profiles, load conditions and fuel types, reported in accordance with [Regulation \(EU\) 2018/956](#);

Voc_{sg} is the number of heavy-duty vehicles of the manufacturer in the vehicle sub-group sg , in accordance with [regulation 3\(3\)](#).

2. The corrected average specific CO₂ emissions of the manufacturer $(avgCO2_{sg})_{corr}$ must replace the average specific CO₂ emissions of the manufacturer $avgCO2_{sg}$ for the purposes of [Regulation \(EU\) 2019/1242](#).

EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations introduce a procedure to identify heavy-duty vehicles that have been misreported as vocational vehicles and to correct such misreporting for the purposes of [Regulation \(EU\) 2019/1242](#).

[Regulation \(EU\) 2019/1242](#) sets CO₂ emission performance standards for new heavy-duty vehicles, exempting vocational vehicles from the calculation of average specific CO₂ emissions which inform the CO₂ emissions reduction target set for each manufacturer.

These Regulations enable the Secretary of State to ensure that vehicles which were incorrectly certified as vocational vehicles are not exempt from manufacturers' average specific CO₂ emissions calculations.

These Regulations enable the Secretary of State to engage with manufacturers to obtain the correct information regarding such vehicles, and to amend the calculation of the average specific CO₂ emissions of such manufacturers accordingly.

A full impact assessment has not been produced for this instrument as no, or no significant, impact on the private, voluntary or public sector is foreseen.

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These Regulations, along with an Explanatory Memorandum, are available on the UK legislation website at <http://www.legislation.gov.uk>.