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To:	Ms Thérèse BLANCHET, Secretary-General of the Council of the European Union

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Subject:	COMMISSION DELEGATED REGULATION (EU) .../... of 12.6.2026 amending and correcting Annexes IV and V to Regulation (EU) 2019/1242 of the European Parliament and of the Council as regards the data to be monitored, reported and published

Delegations will find attached document C(2026) 3922 final.

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COMMISSION DELEGATED REGULATION (EU) .../...

of 12.6.2026

amending and correcting Annexes IV and V to Regulation (EU) 2019/1242 of the European Parliament and of the Council as regards the data to be monitored, reported and published

(Text with EEA relevance)

EXPLANATORY MEMORANDUM

1. CONTEXT OF THE DELEGATED ACT

This Delegated Act amends Annexes IV and V to Regulation (EU) 2019/1242 of the European Parliament and of the Council¹ in order to ensure that Member States, manufacturers and other entities report additional data, that certain sensitive information is not made publicly available, and that certain elements of the reporting process for technical services are specified.

Specifically, it provides for amendments that are necessary following the extension of the scope of Regulation (EU) 2019/1242 to new groups of motor vehicles and trailers by Regulation (EU) 2024/1610 of the European Parliament and of the Council², as well as the amendment to Commission Regulation (EU) 2017/2400³ by Commission Regulation (EU) 2025/258⁴ and the upcoming amendment⁵ to Commission Implementing Regulation (EU) 2022/1362⁶ providing for the coverage of new heavy-duty vehicle technologies, which is planned alongside this act.

In this context, some of the amendments of this Delegated Act are necessary in particular for appropriately establishing the reference emissions of trailers and buses based on the monitoring data of the reporting period of the year 2025 (i.e. covering the period from 1 July 2025 to 30 June 2026), in order to implement Regulation (EU) 2019/1242.

Further, the reporting of information on the manufacturers of certain vehicle components, required for the risk assessment part of the verification of the CO₂ emissions of heavy-duty vehicles in-service, is provided for.

While the reporting by technical services, which can report on behalf of manufacturers under certain conditions, has been introduced with the amendment of Regulation (EU) 2019/1242 by

¹ 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) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC (OJ L 198, 25.7.2019, p. 202, ELI: <http://data.europa.eu/eli/reg/2019/1242/oj>).

² Regulation (EU) 2024/1610 of the European Parliament and of the Council of 14 May 2024 amending Regulation (EU) 2019/1242 as regards strengthening the CO₂ emission performance standards for new heavy-duty vehicles and integrating reporting obligations, amending Regulation (EU) 2018/858 and repealing Regulation (EU) 2018/956 (OJ L, 2024/1610, 6.6.2024, ELI: <http://data.europa.eu/eli/reg/2024/1610/oj>).

³ 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 (OJ L 349, 29.12.2017, p. 1, ELI: <http://data.europa.eu/eli/reg/2017/2400/oj>).

⁴ Commission Regulation (EU) 2025/258 of 7 February 2025 amending Regulation (EU) 2017/2400 as regards the determination of the CO₂ emissions and fuel consumption of medium and heavy lorries and heavy buses and the inclusion of vehicles running on hydrogen and other new technologies and amending Regulation (EU) No 582/2011 as regards the applicable rules on the determination of CO₂ emissions and fuel consumption in order to obtain an extension to an EU type-approval (OJ L, 2025/258, 20.2.2025, ELI: <http://data.europa.eu/eli/reg/2025/258/oj>).

⁵ [Heavy-duty trailers – inclusion of new trailer technologies in the CO₂ determination methodology](#)

⁶ 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, ELI: http://data.europa.eu/eli/reg_impl/2022/1362/oj).

Regulation (EU) 2024/1610, this Delegated Act specifies certain elements of the reporting process for technical services.

The Delegated Act introduces new monitoring parameters only for specific vehicle types to enable their appropriate consideration in Regulation (EU) 2019/1242, with a view to ensuring that the monitoring and reporting obligations remain proportionate and as light as possible. The exclusion of certain reporting parameters from publication ensures that sensitive data remains protected.

Furthermore, certain corrections to the text of Regulation (EU) 2019/1242 are introduced to improve its clarity and facilitate the reporting process.

2. CONSULTATIONS PRIOR TO THE ADOPTION OF THE ACT

The Commission sought feedback from stakeholders through:

- (a) A consultation with the Commission Expert Group for policy development and implementation of CO₂ from road vehicles, including Member State authorities, vehicle manufacturers, suppliers and NGOs from 10 December 2025 until 19 December 2025.
- (b) A four-week public consultation on the ‘Have your say’ better regulation portal, from 19 March 2026 until 16 April 2026; it received six comments.

The comments submitted have been duly considered and taken into account, as appropriate.

3. LEGAL ELEMENTS OF THE DELEGATED ACT

The Commission is empowered to adopt this Delegated Act by Article 14(2), points (a) and (b), and Article 14(3), points (a) and (b), of Regulation (EU) 2019/1242.

COMMISSION DELEGATED REGULATION (EU) .../...

of 12.6.2026

amending and correcting Annexes IV and V to Regulation (EU) 2019/1242 of the European Parliament and of the Council as regards the data to be monitored, reported and published

(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/EC⁷, and in particular Article 14(2), points (a) and (b), and Article 14(3), points (a) and (b), thereof,

Whereas:

- (1) Pursuant to Article 13a and Annex IV of Regulation (EU) 2019/1242, Member States are to report certain data for all new heavy-duty vehicles which fall within the scope of that Regulation;
- (2) To improve the unequivocal identification of manufacturers of completed vehicles of category M, the name and the world manufacturer identifier (WMI) of such manufacturers should be reported by Member States;
- (3) Pursuant to Article 13b and Annex IV of Regulation (EU) 2019/1242, manufacturers are to report certain data for all new heavy-duty vehicles which fall within the scope of that Regulation and of which the CO₂ emissions and fuel consumption have been simulated;
- (4) In order to ensure greater clarity of the legislation, the table specifying additional monitoring parameters in Part B of Annex IV to Regulation (EU) 2019/1242 should include a heading and be accompanied by explanatory notes providing guidance in certain cases;
- (5) In the context of the verification of the CO₂ emissions of heavy-duty vehicles in-service, as provided for by Article 13 of Regulation (EU) 2019/1242, the Commission is to carry out a risk assessment for the selection of vehicles in accordance with Article 3(1) of Commission Implementing Regulation (EU) 2025/35⁸. As part of this assessment, the risk of a deviation in the CO₂ emission values of the vehicles with certain components is determined. This requires information on the manufacturers and

⁷ OJ L 198, 25.7.2019, p. 202, ELI: <http://data.europa.eu/eli/reg/2019/1242/oj>.

⁸ Commission Implementing Regulation (EU) 2025/35 of 13 January 2025 implementing Regulation (EU) 2019/1242 of the European Parliament and of the Council by determining the procedures for the in-service verification of the CO₂ emissions of heavy-duty vehicles (OJ L, 2025/35, 14.1.2025, ELI: http://data.europa.eu/eli/reg_impl/2025/35/oj).

makes of these components to complement the elements indicated in Article 3(2) of Implementing Regulation (EU) 2025/35, which should thus be included in the reporting data;

- (6) In accordance with Commission Regulation (EU) 2017/2400⁹ and Commission Implementing Regulation (EU) 2022/1362¹⁰, manufacturers are to determine the performance of certain new motor vehicles with regard to their CO₂ emissions and fuel consumption, and of certain new trailers with regard to their influence on the CO₂ emissions, fuel consumption, energy consumption and zero emission driving range of motor vehicles, and should also report these data;
- (7) The extension of the scope of Regulation (EU) 2019/1242 by Regulation (EU) 2024/1610 of the European Parliament and Council¹¹ to new groups of motor vehicles and trailers, as well as the changes and new technologies introduced in Regulation (EU) 2017/2400 by Commission Regulation (EU) 2025/258¹² and the upcoming amendment to Implementing Regulation (EU) 2022/1362 require certain additional monitoring parameters to ensure adequate monitoring which should thus be reported;
- (8) To appropriately monitor certain specialised types of vehicles of category O as part of the implementation of Regulation (EU) 2019/1242, parameters to identify and characterise those vehicles should be reported;
- (9) Certain elements of the reporting process in accordance with Article 13b of Regulation (EU) 2019/1242 for entities other than manufacturers responsible for the determination of the CO₂ emissions of a heavy-duty vehicle require clarification and should therefore be specified more precisely;
- (10) In order to protect commercially sensitive data, certain parameters in the central register should not be made publicly available;
- (11) As the addition of data requirements to Annex IV and the publication or non-publication of the data reported, as well as the specification of reporting requirements for technical services are closely linked in substance, amendments to both, Parts A and

⁹ 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 (OJ L 349, 29.12.2017, p. 1, ELI: <http://data.europa.eu/eli/reg/2017/2400/oj>).

¹⁰ 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, ELI: http://data.europa.eu/eli/reg_impl/2022/1362/oj).

¹¹ Regulation (EU) 2024/1610 of the European Parliament and of the Council of 14 May 2024 amending Regulation (EU) 2019/1242 as regards strengthening the CO₂ emission performance standards for new heavy-duty vehicles and integrating reporting obligations, amending Regulation (EU) 2018/858 and repealing Regulation (EU) 2018/956 (OJ L, 2024/1610, 6.6.2024, ELI: <http://data.europa.eu/eli/reg/2024/1610/oj>).

¹² Commission Regulation (EU) 2025/258 of 7 February 2025 amending Regulation (EU) 2017/2400 as regards the determination of the CO₂ emissions and fuel consumption of medium and heavy lorries and heavy buses and the inclusion of vehicles running on hydrogen and other new technologies and amending Regulation (EU) No 582/2011 as regards the applicable rules on the determination of CO₂ emissions and fuel consumption in order to obtain an extension to an EU type-approval (OJ L, 2025/258, 20.2.2025, ELI: <http://data.europa.eu/eli/reg/2025/258/oj>).

B of Annex IV to Regulation (EU) 2019/1242 and points 1, 2 and 3.2. of Annex V to that Regulation, should be considered jointly in the same act.

(12) Part C of Annex IV and points 1.1, 2.1 and 2.2 of Annex V to Regulation (EU) 2019/1242 contain certain errors that affect the substance of those provisions. Those Annexes to Regulation (EU) 2019/1242 should therefore be corrected accordingly.

(13) Regulation (EU) 2019/1242 should therefore be amended and corrected accordingly,

HAS ADOPTED THIS REGULATION:

Article 1

Amendment to Regulation (EU) 2019/1242

Annexes IV and V to Regulation (EU) 2019/1242 are amended in accordance with Annex I to this Regulation.

Article 2

Correction of Regulation (EU) 2019/1242

Annexes IV and V to Regulation (EU) 2019/1242 are corrected as set out in Annex II to this Regulation.

Article 3

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, 12.6.2026

For the Commission

The President

Ursula VON DER LEYEN