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ANNEX

ANNEX

to the

Commission Delegated Regulation

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

ANNEX

Annex I of 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*	
				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	
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	

* 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)*	Mission profile (mp)**												
	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-	0,27	0,63	0,03	0,07	0	0	0	0	0	0	0	0	0

RD													
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

* See definitions in point 1.1

** 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 <i>sg</i> *	Mission profile <i>mp</i> **													
	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				

* See definitions in point 1.1

** 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)*	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

* 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 > 7,4t	1s, 1, 2, 3	0	43 %	64 %	90 %
Heavy lorries > 16 t with 4x2 and 6x4 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	32-C2, 32-C3, 32-DD, 34-C2,	0	43 %	64 %	90 %

buses (rf_{sg})	34-C3, 34-DD, 31-L2, 33-L2				
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 %
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.”