

(English version)

**Question for written answer E-004860/25
to the Commission
Andreas Schwab (PPE), Jens Gieseke (PPE)
(9 December 2025)**

Subject: Revision of the CO₂ fleet emissions targets timetable for heavy-duty vehicles and consistency with infrastructure frameworks

Regulation (EU) 2019/1242 provides for a review of the CO₂ fleet emission targets for heavy-duty vehicles (HDVs) in 2027, with those targets expected to be implemented in 2028-2029. In parallel, the share of zero-emission HDVs is set to increase, although charging and hydrogen infrastructure remain limited. A number of German businesses have expressed serious concerns and have difficulties aligning their investment strategies under the current framework. Given the considerable investment required, regulatory predictability, consistency and proportionality are essential. Current HDV penalties are significantly harsher than those for passenger cars, although their life spans and mission profiles are different. Closer alignment of CO₂ targets, infrastructure planning and road charging could assist in the transition to zero-emission transport.

1. Is the Commission considering bringing forward the review of the CO₂ fleet emission targets for HDVs to 2026, in order to provide planning certainty early on and support infrastructure planning?
2. Does the Commission intend to review the proportionality of penalty levels for HDV manufacturers and, if necessary, consider lowering the current levels?
3. How does the Commission intend to ensure that future CO₂ targets are more closely linked to the deployment and actual availability of zero-emission infrastructure in Member States?

Submitted: 9.12.2025

**Answer given by Mr Hoekstra on behalf of the European Commission
(5 March 2026)**

The CO₂ standards for heavy-duty vehicles (HDVs) are a key element of the EU's climate policies. The review of the HDV CO₂ standards is foreseen in 2027.

At this stage the Commission cannot prejudge the outcome of the review on specific questions, including the excess CO₂ emissions premium level, as it will depend on the underlying analysis.

The Commission is currently working to improve the enabling conditions for the wider use of zero-emission HDVs (ZE-HDVs). The Commission recently proposed a Grids Package ⁽¹⁾ that is relevant for accelerating permitting and improving access to the grids for charging stations.

The Commission has also proposed a targeted amendment to the HDV CO₂ standards to provide manufacturers with an additional flexibility to ease compliance with their 2030 targets and incentivise the earlier deployment of ZE-HDVs.

The European Clean Transport Corridor Initiative is set to fast-track the deployment of HDV charging hubs along key logistics corridors.

A review of the Alternative Fuels Infrastructure Regulation ⁽²⁾ is scheduled for end 2026 that will assess measures to further facilitate the deployment of recharging infrastructure.

Member States should also transpose Eurovignette road tolls reductions for ZE-HDVs, in a timely manner. The Commission proposed amendments to the Eurovignette Directive ⁽³⁾ to extend the exemption of road charges for ZE-HDVs, and to the Weights & Dimensions Directive ⁽⁴⁾ to grant them a four-tonne additional maximum weight to compensate for the zero-emission technology weight.

⁽¹⁾ https://ec.europa.eu/commission/presscorner/detail/en/ip_25_2945.

⁽²⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32023R1804>.

⁽³⁾ <https://eur-lex.europa.eu/eli/dir/1999/62/oj/eng>.

⁽⁴⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A31996L0053>.