

EN
E-001229/2026
Answer given by Mr Hoekstra
On behalf of the European Commission
(3.6.2026)

Regulation (EU) 2022/1362¹ sets rules to determine 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. The performance determination is done using a physics-based calculation model that considers the main trailer characteristics, such as mass, to reflect the real-world performance of the trailer. In that context, a trailer that is made heavier by features such as a side-loading doors will result in higher CO₂ emissions of the towing vehicle during real-world operation compared to an identical trailer with a lower mass.

The CO₂ emission reduction targets for trailers and semi-trailers set in Regulation (EU) 2019/1242² will only start applying as of the reporting period of the year 2030, meaning that emission premiums do not apply until that date. The targeted amendment to the Regulation³ proposed by the Commission in December 2025 provides trailer manufacturers with an additional flexibility easing compliance with the 2030 targets by allowing them to collect more emission credits in the years before 2030. In parallel, the Commission is preparing a Delegated Act amending the Regulation to include additional reporting parameters that allow for identifying specific types of trailers, and is notably analysing the specific situation of trailers designed for the transport of explosives and ammunition.

A review of the Regulation 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.

¹ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A02022R1362-20220825>.

² <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A02019R1242-20250814>.

³ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A52025PC0784&qid=1779258693406>.