

(English version)

**Priority question for written answer P-002928/26
to the Commission
Kris Van Dijck (ECR), Jens Gieseke (PPE)
(15 July 2026)**

Subject: Urgent review of Regulation (EU) 2024/1610 on CO₂ emission standards for trailers

Thirty CEOs of leading European trailer manufacturers recently signed a joint declaration and petition calling for an urgent review of Regulation (EU) 2024/1610 ⁽¹⁾. While fully supporting the EU's climate objectives, the sector argues that the current methodology used to calculate the CO₂ emissions and fuel consumption of heavy-duty vehicles — the Vehicle Energy Consumption calculation TOol (VECTO) — does not adequately reflect operational reality.

According to the manufacturers, the current calculation method may encourage designs with reduced payload capacity, requiring more journeys to transport the same volume of goods, potentially leading to higher CO₂ emissions. They also warn that the high financial penalties applicable from 2030 could negatively affect investment, employment and the competitiveness of the European trailer industry. Article 15 of the regulation provides for a review only in 2027.

1. Does the Commission acknowledge that the current VECTO methodology may have unintended consequences, including increased transport movements and higher CO₂ emissions?
2. Is the Commission willing to bring forward the review provided for in Article 15 to 2026?
3. What concrete measures will the Commission take in 2026 to provide legal certainty and safeguard the competitiveness of the European trailer industry?

Submitted: 15.7.2026

**Answer given by Mr Hoekstra on behalf of the European Commission
(28 August 2026)**

Implementing Regulation (EU) 2022/1362 ⁽¹⁾ sets rules to determine how the performance of a heavy-duty trailer influences the CO₂ emissions of the towing vehicle and establishes the VECTO tool for carrying out the CO₂ determination.

Regulation (EU) 2019/1242 ⁽²⁾ provides for a cargo volume normalisation procedure, which ensures that trailers with larger cargo volumes are not disadvantaged.

Further, the Commission is analysing additional provisions to consider the specificities of trailers for certain special applications and can propose necessary adjustments in the upcoming amendment to the Implementing Regulation where relevant.

The CO₂ standards for heavy-duty vehicles Regulation is designed to provide long-term certainty and predictability for investment for the sector.

In this context, the timeline for the review of the regulation as agreed by the co-legislators and set in Article 15 provides for regulatory stability. Moreover, it is important that the timeline for review ensures that it is prepared adequately, including with an impact assessment.

The regulation aims to incentivise investment in innovative and energy efficient technologies in the trailers sector, so as to reduce operating costs and strengthen the trailer industry's competitiveness, and lower fossil fuel consumption, contributing to energy security.

For a more cost-efficient implementation of the regulation, a targeted amendment has recently been adopted ⁽³⁾, which facilitates compliance with the 2030 target and thereby supports trailer manufacturers.

The amendment to Implementing Regulation (EU) 2022/1362 under preparation will also provide legal certainty regarding the recognition of new technologies that can contribute to meeting the CO₂ targets.

¹ 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>).

⁽¹⁾ https://eur-lex.europa.eu/eli/reg_impl/2022/1362/oj/eng.

⁽²⁾ <https://eur-lex.europa.eu/eli/reg/2019/1242/oj/eng>.

⁽³⁾ <https://eur-lex.europa.eu/eli/reg/2026/1046/oj>.