



**COMMISSION IMPLEMENTING REGULATION (EU) 2025/2545  
of 15 December 2025**

**amending Implementing Regulation (EU) 2025/2335 by setting the adjusted reference CO<sub>2</sub> emissions  
and specifying the methodology for defining representative vehicles**

**(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 CO<sub>2</sub> 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/EC (¹), and in particular Article 11(2), point (a) thereof,

Whereas:

- (1) Type approval procedures referred to in Regulation (EC) No 595/2009 of the European Parliament and of the Council (²) have been amended by introducing new mission profiles, gear shift procedures and the full assessment of advanced drivers assistance systems in the simulation tool, giving rise to a decrease of the level of the CO<sub>2</sub> emissions of the representative heavy-duty vehicles by more than 5 g CO<sub>2</sub>/km.
- (2) Therefore, the Commission is to adjust, in accordance with Article 11(2), point (a), of Regulation (EU) 2019/1242, for the first time, the reference CO<sub>2</sub> emissions for certain vehicle subgroups set out in Commission Implementing Regulation (EU) 2025/2335 (³) and to determine the adjusted reference emissions as  $i = 1$  and the non-adjusted reference emissions, set out in that Regulation, as  $i = 0$ .
- (3) To calculate the adjusted reference CO<sub>2</sub> emissions, it is necessary to specify, in accordance with Article 11(3) of Regulation (EU) 2019/1242, a methodology to define representative vehicles, including their statistical weightings and the payload and passenger number values.
- (4) In order to comply with the requirement laid down in Article 11(3) of Regulation (EU) 2019/1242 and to achieve the best possible accuracy and limit the administrative burden for manufacturers, the representative vehicles for determining the adjusted reference CO<sub>2</sub> emissions ( $i = 1$ ) should be the subset of all vehicles for which data was reported in the reporting period of the year 2019 and with regard to which the data could be re-simulated in accordance with the amended type approval procedure.
- (5) The adjusted reference CO<sub>2</sub> emissions were determined according to the adjustment procedure set out in point 1 of Annex II to Regulation (EU) 2019/1242, as explained in detail in a report publicly available on the JRC website under the reference JRC138612 and taking into account the updates of the simulation data provided by some manufacturers.
- (6) To have the result of the adjustment taken into account as soon as possible in the determination of the specific CO<sub>2</sub> emissions targets and the CO<sub>2</sub> emissions reduction trajectories, the adjusted reference CO<sub>2</sub> emissions referred to in point 2 of Annex II to Regulation (EU) 2019/1242 should start applying from the reporting period of the year 2025 onwards.

(¹) OJ L 198, 25.7.2019, p. 202, ELI: <http://data.europa.eu/eli/reg/2019/1242/oj>.

(²) Regulation (EC) No 595/2009 of the European Parliament and of the Council of 18 June 2009 on type-approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) and amending Regulation (EC) No 715/2007 and Directive 2007/46/EC and repealing Directives 80/1269/EEC, 2005/55/EC and 2005/78/EC (OJ L 188, 18.7.2009, p. 1, ELI: <http://data.europa.eu/eli/reg/2009/595/oj>).

(³) Commission Implementing Regulation (EU) 2025/2335 of 20 November 2025 setting the reference CO<sub>2</sub> emissions for the reporting period of the year 2019 (OJ L 2025/2335, 21.11.2025, ELI: [http://data.europa.eu/eli/reg\\_impl/2025/2335/oj](http://data.europa.eu/eli/reg_impl/2025/2335/oj)).

- (7) Implementing Regulation (EU) 2025/2335 should therefore be amended accordingly.
- (8) The measures provided for in this Regulation are in accordance with the opinion of the Climate Change Committee,

HAS ADOPTED THIS REGULATION:

*Article 1*

**Amendments to Implementing Regulation (EU) 2025/2335**

Implementing Regulation (EU) 2025/2335 is amended as follows:

- (1) in Article 1, the following second paragraph is added:  
‘The adjusted reference CO<sub>2</sub> emissions, referred to in point 2 of Annex II to Regulation (EU) 2019/1242, for the reporting period of the year 2025 and onwards are set out in the Annex to this Regulation.’;
- (2) the following Article 1a is inserted:

‘Article 1a

**Specification of representative vehicles for i = 1**

For determining the adjusted reference CO<sub>2</sub> emissions (i = 1), the specific representative vehicles of vehicle sub-groups 4-UD, 4-RD, 4-LH, 5-RD, 5-LH, 9-RD, 9-LH, 10-RD and 10-LH are vehicles that are included in the central register referred to in Article 13c of Regulation (EU) 2019/1242, that were reported in the reporting period of the year 2019, and that are labelled as representative in the central register.

The payloads to be used for the determination of CO<sub>2</sub> emissions are defined in point 2.5.1. of Annex I to Regulation (EU) 2019/1242. The statistical weight as referred to in point 1 of Annex II to Regulation (EU) 2019/1242 shall be “1” for all representative vehicles.’;

- (3) The Annex to Regulation (EU) 2025/2335 is replaced by the text in the Annex to this Regulation.

*Article 2*

**Entry into force and application**

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, 15 December 2025.

*For the Commission*

*The President*

Ursula VON DER LEYEN

## ANNEX

## 'ANNEX

Reference CO<sub>2</sub> emissions referred to in Article 11(1), second subparagraph, of Regulation (EU) 2019/1242 (i = 0, non-adjusted) and adjusted reference CO<sub>2</sub> emissions (i = 1, adjusted) for certain vehicle subgroups, referred to in Article 11(2), point (a), and in point 2 of Annex II to that Regulation, in g/t•km:

Sub-group sg	Reference CO <sub>2</sub> emissions in respective reporting periods	
	Reporting periods of the year 2019 and onwards	Reporting periods of the year 2025 and onwards
	i = 0 (non-adjusted)	i = 1 (adjusted)
		rCO <sub>2</sub> <sub>sg,0</sub> in g/tkm
<b>4-UD</b>	307,23	299,57
<b>4-RD</b>	197,16	195,77
<b>4-LH</b>	105,96	103,32
<b>5-RD</b>	84,00	83,53
<b>5-LH</b>	56,60	55,02
<b>9-RD</b>	110,98	110,56
<b>9-LH</b>	65,16	63,47
<b>10-RD</b>	83,26	82,75
<b>10-LH</b>	58,26	56,84'