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#### 'I/A' ITEM NOTE

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From: General Secretariat of the Council  
To: Permanent Representatives Committee/Council

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Subject: Draft REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Regulation (EU) 2019/1242 as regards the calculation of emission credits for heavy-duty vehicles for the reporting periods of the years 2025 to 2029 **(first reading)**  
- Adoption of the legislative act  
= Statements

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#### **France has requested that the following statement be entered in the Council minutes**

France can support the proposed revision of the regulation on CO2 emissions from heavy-duty vehicles.

However, France reiterates its regret that no impact assessment was provided with the proposed amendment presented by the European Commission, even though the proposed revision substantially alters the functioning of the emission credit mechanism provided for in the regulation. France believes that the technical work would have warranted a thorough discussion to examine how flexibility could be introduced .

France emphasises that this proposal could significantly reduce the environmental ambition of the measures and weaken the market signal in favour of the electrification of heavy-duty vehicles. It is, however, essential to maintain strong regulatory incentives for the electrification and decarbonisation of heavy-duty vehicles. Manufacturers have invested heavily in this and are now offering electric alternatives to combustion-engine models, as well as lower-emission internal combustion engines. We note that these investments enabled the majority of manufacturers to meet the regulation's targets in 2025. France therefore believes that work on the essential enabling conditions for achieving medium- and long-term decarbonisation targets is the priority and must be at the heart of the 2027 review.

**Malta has requested that the following statement be entered in the Council minutes**

Malta wishes to underline the structural constraints characterising its heavy-duty vehicle market. As a very small market, fully dependent on imports and operating exclusively with right-hand-drive vehicles, Malta faces limited capacity to influence supply chains or to benefit from economies of scale.

In this context, whilst understanding the need to introduce targeted flexibility for manufacturers, Malta encourages close monitoring of the availability of zero-emission heavy-duty vehicles across all Member States and reiterates the importance of exploring complementary demand-side support measures, in order to facilitate uptake where economies of scale remain limited. Such support would help ensure that the benefits of the transition are distributed equitably and that no Member State is left behind.

Malta remains fully committed to the Union's climate objectives and stands ready to continue working constructively with the Commission and other partners to ensure that the transition to zero-emission mobility is both ambitious and inclusive.

**Slovakia and Czechia have requested that the following statement be entered in the Council minutes**

The Slovak Republic and the Czech Republic support the adoption of the targeted revision of Regulation (EU) 2019/1242 and recommend its swift adoption without further amendments.

At the same time, we underline, where appropriate, the need to consider an earlier comprehensive review of the CO<sub>2</sub> emission performance standards for heavy-duty vehicles, ahead of the currently envisaged 2027 timeline.

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