



Department
for Transport

Guidance for Manufacturers on *the New Heavy-Duty Vehicles (Carbon Dioxide Emissions Performance Standards) (Amendment) (EU Exit) Regulations 2020*



April 2025

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1. Disclaimer

- 1.1 This document is intended to provide manufacturers of Heavy-Duty Vehicles (HDVs) that are registered in the United Kingdom for the first time after 1 July 2020 with the information that they require to meet their obligations under domestic HDV CO₂ emissions regulations.
- 1.2 Whilst this document seeks to provide general guidance on the relevant regulations, this should not be construed as a definitive view or as a legally binding document. Ultimately the interpretation of the regulations is a matter for the United Kingdom judiciary. Where appropriate, manufacturers should obtain their own legal advice.

2. Legislation

- 2.1 The Heavy-Duty Vehicles (Emissions and Fuel Consumption) (Amendment) (EU Exit) Regulations 2019 statutory instrument (SI) were made in April 2019. This SI was drafted as part of the UK preparations for withdrawal from the European Union (EU) without a deal in March 2019. This SI corrected deficiencies arising as a result of Regulation (EU) 2018/956 being retained in UK law following a no deal exit from the EU. This SI will from now on be referred to as 'SI 2019' throughout this document. You can find SI 2019 by following this link: <https://www.legislation.gov.uk/ukdsi/2019/9780111182178/contents>
- 2.2 The New Heavy-Duty Vehicles (Carbon Dioxide Emission Performance Standards) (Amendment) (EU Exit) Regulations 2020 SI were made in December 2020. This SI corrected for deficiencies arising as a result of Regulation (EU) 2019/1242 and Regulation (EU) 2018/956 being retained in UK law following the end of the transition period. This SI also corrected SI 2019 to reflect subsequent changes at EU level to Regulation (EU) 2018/956 following SI 2019 being made. This SI will from now on be referred to as 'SI 2020' throughout this document. You can find SI 2020 by following this link: <https://www.legislation.gov.uk/ukdsi/2020/9780348213416/contents>
- 2.3 SI 2020 was made following a full public consultation that ran from 10 July to 21 August 2020 and following specific engagement with affected industry stakeholders. 11 responses were received, all from automotive stakeholders or private individuals. The public consultation, and the Government response to that consultation, can be found by following this link: <https://www.gov.uk/government/consultations/regulating-co2-emission-standards-for-new-heavy-duty-vehicles-after-transition>
- 2.4 The Road Vehicle Carbon Dioxide Emission Performance Standards (Cars, Vans and Heavy-Duty Vehicles) (Amendment) Regulations 2022 were made in December 2022. This SI made amendments to Regulation (EU) 2019/1242, Regulation (EU) 2018/956 and Regulation (EU) 2019/631, with the latter being applicable to cars and vans, to ensure they continue to function correctly in the UK. This SI will now be referred to as 'SI 2022' throughout this document. You can find SI 2022 by following this link: <https://www.legislation.gov.uk/ukxi/2022/1361/contents/made>
- 2.5 The New Heavy Duty Vehicles Carbon Dioxide Emissions Performance Standards (Miscellaneous Amendments) Regulations 2025 were made in March 2025. This SI corrects a discrepancy between the DfT's intended target methodology and the target methodology outlined in SI 2020. It also corrects deficiencies in (EU) 2020/1079 on the verification and correction of data referred to in (EU) 2018/956, which was assimilated as part of the European Union (Withdrawal Agreement) Act 2020 but had not been updated to grant the Secretary of State the powers to carry out this verification and correction. This

SI will now on be referred to as 'SI 2025' throughout this document. You can find SI 2025 by following this link:
<https://www.legislation.gov.uk/uksi/2025/367/made>.

3. Introduction

EU CO₂ emission reduction standard Regulations

- 3.1 In 2019, EU Regulations were agreed and adopted, establishing the first carbon dioxide (CO₂) emissions targets for some newly registered heavy-duty vehicles (HDVs) across the EU.
- 3.2 These Regulations establish EU-wide CO₂ emission reduction targets for manufacturers registering HDVs within the EEA (minus Switzerland) market. These fleet level emissions reduction targets are currently set at 15% by the 2025 reporting period and 30% by the 2030 reporting period, against a 2019 reporting period baseline.
- 3.3 A reporting period for a particular year runs from the 1 July of that year until the 30 June of the following year. For example, the 2020 reporting period runs from 1 July 2020 until 30 June 2021.
- 3.4 The targets only apply to the average of the manufacturer's fleet, so there is no upper limit of CO₂ emissions that any individual vehicle must be below. Vehicles with emissions above the manufacturer's target may be sold provided that these vehicles are 'balanced out' by cleaner vehicles with emissions below the target.
- 3.5 Flexibilities exist in the regulations that manufacturers may take advantage of.

EU Exit

- 3.6 The UK has now left the EU, and the transition period ended on 31 December 2020. To provide certainty to industry during the UK's withdrawal, Parliament agreed the European Union (Withdrawal) Act 2018 (Withdrawal Act). This Act converted all directly applicable EU law into UK legislation at the end of the transition period.
- 3.7 Provisions within the Withdrawal Act allowed for secondary legislation to be made to correct inoperabilities and deficiencies arising within this retained legislation. Specifically, it allowed the Government to correct provisions within EU law that do not function correctly purely as a result of the legislation being retained in UK law.
- 3.8 This legislation applies UK-wide. HDVs were not included as a provision in the Northern Ireland protocol, so all newly registered HDVs anywhere in the UK fall under the provisions of this legislation.
- 3.9 Four statutory instruments, SI 2019/846 (SI 2019), SI 2020/1402 (SI 2020), SI 2022/1361 (SI 2022), and SI 2025/367 (SI 2025) were subsequently made to correct inoperabilities and deficiencies arising from retaining Regulation (EU) 2019/1242, Regulation (EU) 2018/956 (covering the monitoring and reporting of data from new HDVs), and EU Regulation 2020/1079 (covering a verification

and correction procedure for the data reported in accordance with (EU) 2018/956) in UK law.

3.10 These Regulations, along with the above four SIs, now regulate CO₂ emissions from newly registered HDVs in the UK.

Retained EU Regulations

3.11 The following EU regulations pertaining to new HDV CO₂ emissions standards were retained in UK law on 31 December 2020, and subsequently amended by SI 2019, SI 2020, SI 2022, and SI 2025:

- 2018/956
- 2019/1242
- 2020/1079

3.12 Where this guidance refers to the above EU regulations, it is referring to the regulations as they have been amended by either SI 2019, SI 2020, SI 2022, or SI 2025.

Additional Legislation

3.13 Regulations (EU) 2019/1859 and (EU) 2020/1589 were retained at the point of the UK's withdrawal from the European Union, however, were not amended by any subsequent SI.

3.14 Regulation (EU) 2019/1859 laid down a requirement for the provision of data to assess the application of the conditions under which the reference CO₂ emissions are determined. As the CO₂ standards as they apply in the UK follow the same reference CO₂ emissions as the EU, it was decided to revoke this regulation.

3.15 Regulation (EU) 2020/1589 amended 2018/956, updating the data to be monitored and reported by Secretary of State, and by manufacturers of heavy-duty vehicles (see [Section 4](#)). Due to the limited extent of this Regulation, no further amendment was deemed necessary.

4. Purpose of the guidance

- 4.1 This guidance has been produced by the Department for Transport and Vehicle Certification Agency (who are 'the enforcement authority' on vehicle CO₂ regulation). This document is intended to provide manufacturers of HDVs that are registered in the United Kingdom after 1 July 2020 with the information that they require to meet their obligations under domestic HDV CO₂ emissions regulations.
- 4.2 Whilst this document seeks to provide general guidance on the relevant regulations, this should not be construed as a definitive view as ultimately the interpretation of the regulations is a matter for the United Kingdom judiciary.
- 4.3 Where appropriate, manufacturers should obtain their own legal advice.
- 4.4 This document will be kept under review and may be amended from time to time based on user experience and feedback and changes to the regulatory regime.

Who is this guidance for?

- 4.5 This guidance is aimed at vehicle manufacturers that register new vehicles with the DVLA for use in the UK. This will include vehicle manufacturers who are based outside of the UK but import vehicles for use in the UK.

Who is the manufacturer?

- 4.6 As defined in Regulation 2019/1242, the manufacturer is the 'person or body responsible for submitting the data related to new HDVs pursuant to Article 5 of Regulation (EU) 2018/956 or, in the case of zero-emission HDVs, the person or body responsible to the approval authority for any of the following:
 - the GB type-approval procedure in accordance with Regulation (EU) 2018/858 as it has effect in domestic law;
 - the UK (NI) type-approval procedure in accordance with Regulation (EU) 2018/858 as it has effect in EU law as amended from time to time and by virtue of the Northern Ireland Protocol;
 - the EU type-approval procedure in accordance with Regulation (EU) 2018/858 as it has effect in EU law as amended from time to time and by virtue of the Northern Ireland Protocol;
 - the individual type-approval procedure.

Key Contacts

- 4.7 The contact point for all policy matters is the Department for Transport:
environmental.strategy@dft.gov.uk
- 4.8 The contact point for any operational or enforcement matters is the Vehicle Certification Agency: fleetaverage@vca.gov.uk
- 4.9 Section 11 of this document outlines further contact details should you need them.

5. Information to be provided by manufacturers

- 5.1 The EU data collection regime was transferred and adapted into UK law at the end of the transition period. As a result, the UK data collection requirements currently remain the same as under the EU system. As before, manufacturers are required to report the data specified in point 2 of Part B of Annex I of Regulation (EU) 2018/956 as amended by SI 2019 and the Secretary of State will collect data under Part A of Annex I of Regulation (EU) 2018/956, primarily through the vehicle registration process. This section details how these processes will work.
- 5.2 Manufacturers are required to monitor and report the data outlined in this section for vehicles of groups 1, 2, 3, 4, 5, 9, 10, 11, 12, and 16 as referred to in Annex I to Regulation (EU) 2017/2400. The characteristics of these vehicle groups is described in the below table:

| Vehicle group | Axle configuration | Body type | GVW (tonnes) |
|----------------------|---------------------------|----------------------|---------------------|
| 1 | 4x2 | Rigid or Articulated | >7.5 and ≤10 |
| 2 | 4x2 | Rigid or Articulated | >10 and ≤12 |
| 3 | 4x2 | Rigid or Articulated | >12 and ≤16 |
| 4 | 4x2 | Rigid | >16 |
| 5 | 4x2 | Articulated | >16 |
| 9 | 6x2 | Rigid | all weights |
| 10 | 6x2 | Articulated | all weights |
| 11 | 6x4 | Rigid | all weights |
| 12 | 6x4 | Articulated | all weights |
| 16 | 8x4 | Rigid | all weights |

- 5.3 Vehicle groups 4, 5, 9, and 10 are further broken down by sub-groups through the suffix UD (urban delivery), RD (regional delivery), or LH (long-haul). The characteristics of these sub-groups is described in the below table.
- 5.4 If a new HDV cannot be attributed to a vehicle sub-group because information on the cab type or engine power is not available, it shall be attributed to the LH vehicle sub-group corresponding to its chassis type (rigid lorry or tractor) and axle configuration (4x2 or 6x2).
- 5.5 Where a new HDV is attributed to vehicle sub-group 4-UD, but data on the CO₂ emissions in g/km are not available for the UDL or UDR mission profiles as defined in Table 2 of point 2.1, the new HDV shall be attributed to vehicle sub-group 4-RD.

| Vehicle group | Vehicle sub-group | Cab type | Engine power |
|---------------|-------------------|-------------|---------------------|
| 4 | 4-UD | All | <170 kW |
| | 4-RD | Day cab | ≥170 kW |
| | | Sleeper cab | ≥170 kW and <265 kW |
| | 4-LH | Sleeper cab | ≥265 kW |
| 9 | 9-RD | Day cab | All |
| | 9-LH | Sleeper cab | All |
| 5 | 5-RD | Day cab | All |
| | | Sleeper cab | < 265 kW |
| | 5-LH | Sleeper cab | ≥ 265 kW |
| 10 | 10-RD | Day cab | All |
| | 10-LH | Sleeper cab | All |

- 5.6 If a new HDV is zero-emission and meets the criteria below to be attributed as an LH vehicle sub-group but has a zero-emission range below 350km, it may automatically receive a vehicle sub-group of RD by the simulation model owing to divergence in EU and UK legislation. In this case, the VCA will continue to treat the vehicle as an LH vehicle sub-group for the purposes of applying the correct weighting factor, despite declaration as an RD.
- 5.7 Manufacturers are not required to monitor and report data outlined in this section for off-road vehicles, special purpose vehicles and off-road special purpose vehicles as defined, respectively, in points 2.1., 2.2. and 2.3. of Part A of Annex I to Regulation 2018/858.
- 5.8 If an original vehicle is brought to the UK from the EU within 3 months from time of its first registration, it is classed as new in the UK under the UK regime and is therefore counted in the UK data submission. If it arrives from the EU after the three months, it is not classed as new in the UK and counts towards the EU targets. If it is a multi-stage build, this refers to the original stage registration date.

- 5.9 During multistage builds, bodybuilders are not required to report additional CO₂ calculations for the bodywork to the VCA. All the relevant data will be reported by original manufacturer. In this case, only base vehicles equipped at least with a chassis, engine, transmission, axles and tyres are required to monitor and report the data outlined in this section. The CO₂ emissions and fuel consumption related properties of components, separate technical units, body or trailer air drag and auxiliaries which cannot be determined for the base vehicle should be based on the standard values. For components, separate technical units and auxiliaries, the technology with highest power losses should be selected by the vehicle manufacturer.
- 5.10 The DfT may impose an administrative fine of up to £26,000 per heavy-duty vehicle concerned by deviating or delayed data where the Secretary of State finds that the data reported by the manufacturer pursuant to Article 5 of 2018/956 deviate from the data resulting from the manufacturer's records file or the engine type-approval certificate issued within the framework of Regulation (EC) No 595/2009, and the deviation is intentional or due to serious negligence; or where the data are not submitted within the deadline applicable pursuant to Article 5(1) of 2018/956 and the delay cannot be duly justified.

Vehicle manufacturer and contact information

- 5.11 Prior to EU-exit, HDV regulations required each vehicle manufacturer to report the following information to the VCA. This should have been completed by 31 December 2019:
- the manufacturer name indicated in the certificate of conformity or individual approval certificate.
 - the World Manufacturer Identifier code (WMI code) as defined in Commission Regulation (EU) No 19/2011 to be used in the vehicle identification numbers of new heavy-duty vehicles to be placed on the market. (Article 5, Regulation 2018/956)
 - the appointed contact point responsible for reporting data to the VCA (Article 5, Regulation 2018/956)
- 5.12 The new UK HDV regulations continue to require each vehicle manufacturer to appoint a contact point and inform the VCA, who can provide a form.
- 5.13 It is expected that the above information may change over time. Manufacturers must notify the VCA at the earliest possible opportunity of any changes to avoid any issues with calculating specific emissions of CO₂ performance or with the notification of a provisional data set.
- 5.14 The above information should be delivered to the Vehicle Certification Agency's address: Fleet Average CO₂ Emissions, VCA Headquarters, 1 Eastgate Office Centre, Eastgate Road, Bristol, BS5 6XX and electronically to fleetaverage@vca.gov.uk or environmental.strategy@df.gov.uk.
- 5.15 If the above information is not provided by manufacturers, the following circumstances shall apply:
- Where the name of the manufacturer or the first section of the VIN is not provided, the VCA shall use other data sources such as the name on Certificate of Conformity or in type approval documentation to complete the detailed monitoring data.

- Where a relevant name, address and email address is not provided, the VCA will use existing resources to locate a relevant contact. The responsibility will lie with manufacturers to ensure that any information sent to them is handled correctly and by the correct contact.

Data under Part 2 of Part B of Annex I of Regulation (EU) 2018/956

- 5.16 As under the previous EU system, vehicle manufacturers are required to report the data specified in point 2 of Part B of Annex I of Regulation (EU) 2018/956 as amended by SI 2019, for each new HDV that is in scope of this regulation. This will now be reported to the UK enforcement body (the VCA).
- 5.17 By 30 September each year, starting in 2021, manufacturers must report to the VCA the data specified in point 2 of Part B of Annex I, for each new HDVs with a date of simulation falling within the preceding reporting period of 1 July to 30 June.
- 5.18 The date of simulation must be the date reported in accordance with data entry 71 in point 2 of Part B of Annex I.
- 5.19 The data should be provided in a format as confirmed by the VCA.
- 5.20 The information provided to the DVLA during the registration process will not be changed by SI 2019. Both the DVLA and the VCA are arms-length bodies of the Department for Transport. There is no new requirement to send the information to the Department again where it has been given to the DVLA during registration.
- 5.21 This table provides a breakdown of the data to be monitored and reported:

| No | Monitoring parameters | Source Part I of Annex IV to Regulation (EU) 2017/2400, unless otherwise specified | Description |
|----|--|--|--------------------------------------|
| 1 | Vehicle identification number (VIN) | 1.1.3 | Vehicle and component identification |
| 2 | Engine certification number | 1.2.2 | |
| 3 | CdxAa certification number (if applicable) | 1.8.3 | |
| 4 | Transmission certification number | 1.3.2 | |
| 5 | Axle certification number | 1.7.2 | Axle specifications |
| 6 | Tyre certification number, axle 1 | 1.9.2 | Vehicle and component identification |
| 7 | Tyre certification number, axle 2 | 1.9.6 | |
| 8 | Tyre certification number, axle 3 | 1.9.10 | |
| 9 | Tyre certification number, axle 4 | 1.9.14 | |
| 10 | Vehicle category (N1, N2, N3, M1, M2, M3) | 1.1.4 | Vehicle classification |
| 11 | Axle configuration | 1.1.5 | |
| 12 | Maximum gross vehicle weight (t) | 1.1.6 | |
| 13 | Vehicle group | 1.1.7 | |

| No | Monitoring parameters | Source Part I of Annex IV to Regulation (EU) 2017/2400, unless otherwise specified | Description |
|----|--|---|-----------------------------------|
| 14 | Name and address of manufacturer | 1.1.1 | Vehicle and chassis specification |
| 15 | Make (trade name of manufacturer) | — | Vehicle specifications |
| 16 | Corrected actual curb mass (kg) | 1.1.8 | |
| 17 | Engine rated power (kW) | 1.2.3 | Main engine specifications |
| 18 | Engine idling speed (1/min) | 1.2.4 | |
| 19 | Engine rated speed (1/min) | 1.2.5 | |
| 20 | Engine capacity (ltr) | 1.2.6 | Engine specifications |
| 21 | Fuel type (Diesel CI/CNG PI/LNG PI ...) | 1.2.7 | Engine specifications |
| 22 | Certification option used for generation of CdxA (standard values/measurement) | 1.8.2 | Aerodynamics |
| 23 | CdxA value (air drag value) | 1.8.4 | |
| 24 | Name and address of transmission manufacturer | Point 0.4 of the model of a certificate of a component, separate technical unit or system of Appendix 1 to Annex VI to Regulation (EU) 2017/2400 | Main transmission specifications |
| 25 | Make (trade name of transmission manufacturer) | Point 0.1 of the model of a certificate of a component, separate technical unit or system of Appendix 1 to Annex VI to Regulation (EU) 2017/2400 | |
| 26 | Certification option used for the generation of simulation tool loss maps (Option 1/Option 2/Option 3/Standard values) | 1.3.3 | |
| 27 | Transmission type (SMTb, AMTc, APTd -Se, APT-Pf) | 1.3.4 | |
| 28 | Number of gears | 1.3.5 | |
| 29 | Transmission ratio final gear | 1.3.6 | |
| 30 | Retarder type | 1.3.7 | |
| 31 | Power take off (yes/no) | 1.3.8 | |
| 32 | Name and address of axle manufacturer | Point 0.4 of the model of a certificate of a component, separate technical unit or system of Appendix 1 to Annex VII to Regulation (EU) 2017/2400 | Main axle specifications |

| No | Monitoring parameters | Source Part I of Annex IV to Regulation (EU) 2017/2400, unless otherwise specified | Description |
|----|--|--|-------------------------------|
| 33 | Make (trade name of axle manufacturer) | Point 0.1 of the model of a certificate of a component, separate technical unit or system of Appendix 1 to Annex VII to Regulation (EU) 2017/2400] | |
| 34 | Certification option used for the generation of a simulation tool loss map (standard values/measurement) | 1.7.3 | |
| 35 | Axle type (e.g. standard single driven axle) | 1.7.4 | |
| 36 | Axle ratio | 1.7.5 | |
| 37 | Certification option used for the generation of a simulation tool loss map (standard values/measurement) | 1.6.3 | Angle drive specifications |
| 38 | Angle drive ratio | 1.6.4 | |
| 39 | Name and address of tyre manufacturer | Point 1 of the model of a certificate of a component, separate technical unit or system of Appendix 1 to Annex X to Regulation (EU) 2017/2400 | Main tyre specifications |
| 40 | Make (trade name of tyre manufacturer) | Point 3 of the model of a certificate of a component, separate technical unit or system of Appendix 1 to Annex X to Regulation (EU) 2017/2400] | |
| 41 | Tyre dimension axle 1 | 1.9.1 | |
| 42 | Specific rolling resistance coefficient (RRC) of all tyres on axle 1 | 1.9.3 | |
| 43 | Tyre dimension axle 2 | 1.9.4 | |
| 44 | Twin axle (yes/no) axle 2 | 1.9.5 | |
| 45 | Specific RRC of all tyres on axle 2 | 1.9.7 | |
| 46 | Tyre dimension axle 3 | 1.9.8 | |
| 47 | Twin axle (yes/no) axle 3 | 1.9.9 | |
| 48 | Specific RRC of all tyres on axle 3 | 1.9.11 | |
| 49 | Tyre dimension axle 4 | 1.9.12 | |
| 50 | Twin axle (yes/no) axle 4 | 1.9.13 | |
| 51 | Specific RRC of all tyres on axle 4 | 1.9.15 | |
| 52 | Engine cooling fan technology | 1.10.1 | Main auxiliary specifications |
| 53 | Steering pump technology | 1.10.2 | |
| 54 | Electric system technology | 1.10.3 | |

| No | Monitoring parameters | Source Part I of Annex IV to Regulation (EU) 2017/2400, unless otherwise specified | Description |
|----|---|---|---|
| 55 | Pneumatic system technology | 1.10.4 | |
| 56 | Mission profile (long haul, long haul (EMSG), regional, regional (EMS), urban, municipal, construction) | 2.1.1 | Simulation parameters (for each mission profile/load/fuel combination) |
| 57 | Load (as defined in the simulation tool) (kg) | 2.1.2 | |
| 58 | Fuel type (diesel/petrol/LPG/CNG/...) | 2.1.3 | |
| 59 | Total vehicle mass in simulation (kg) | 2.1.4 | |
| 60 | Average speed (km/h) | 2.2.1 | Vehicle driving performance (for each mission profile/load/fuel combination) |
| 61 | Minimum instantaneous speed (km/h) | 2.2.2 | |
| 62 | Maximum instantaneous speed (km/h) | 2.2.3 | |
| 63 | Maximum deceleration (m/s ²) | 2.2.4 | |
| 64 | Maximum acceleration (m/s ²) | 2.2.5 | |
| 65 | Full load percentage on driving time | 2.2.6 | |
| 66 | Total number of gear shifts | 2.2.7 | |
| 67 | Total driven distance (km) | 2.2.8 | |
| 68 | CO ₂ emissions (expressed in g/km, g/t-km, g/p-km, g/m ³ -km) | 2.3.13-2.3.16 | CO ₂ emissions and fuel consumption (for each mission profile/load/fuel combination) |
| 69 | Fuel consumption (expressed in g/km, g/t-km, g/p-km, g/m ³ -km, l/100km, l/t-km, l/p-km, l/m ³ -km, MJ/km, MJ/t-km, MJ/p-km, MJ/m ³ -km) | 2.3.1-2.3.12 | |
| 70 | Simulation tool version (X.X.X.) | 3.1.1 | Software and user information |
| 71 | Date and time of the simulation | 3.1.2 | |
| 72 | Number of licences to operate the simulation tool | — | |
| 73 | Cryptographic hash of the manufacturer's records file | 37989 | |
| 74 | Advanced CO ₂ reducing technologies | — | Vehicle CO ₂ reducing technologies |
| 75 | CO₂ mass emission of the engine over WHTCh (g/kWh) | Point 1.4.2 of the addendum to Appendix 5, or point 1.4.2 of the addendum to Appendix 7, to Annex I to Regulation | Engine CO ₂ emission and specific fuel consumption |

| No | Monitoring parameters | Source Part I of Annex IV to Regulation (EU) 2017/2400, unless otherwise specified | Description |
|----|--|---|---------------------------------|
| | | (EU) No 582/2011, whichever is applicable | |
| 76 | Fuel consumption of the engine over WHTC (g/kWh) | Point 1.4.2 of the addendum to Appendix 5, or point 1.4.2 of the addendum to Appendix 7, to Annex I to Regulation (EU) No 582/2011, whichever is applicable | |
| 77 | CO₂ mass emission of the engine over WHSC_i (g/kWh) | Point 1.4.1 of the addendum to Appendix 5, or point 1.4.1 of the addendum to Appendix 7, to Annex I to Regulation (EU) No 582/2011, whichever is applicable | |
| 78 | Fuel consumption of the engine over WHSC (g/kWh) | Point 1.4.1 of the addendum to Appendix 5, or point 1.4.1 of the addendum to Appendix 7, to Annex I to Regulation (EU) No 582/2011, whichever is applicable | |
| 79 | Vehicle model | 1.1.2 | Vehicle specifications |
| 80 | Vocational vehicle (yes/no) | 1.1.9 | |
| 81 | Zero emission heavy-duty vehicle (yes/no) | 1.1.10 | |
| 82 | Hybrid electric heavy-duty vehicle (yes/no) | 1.1.11 | |
| 83 | Dual-fuel vehicle (yes/no) | 1.1.12 | |
| 84 | Sleeper cab (yes/no) | 1.11.13 | |
| 85 | Engine model | 1.2.1 | Engine specifications |
| 86 | Transmission model | 1.3.1 | Transmission specifications |
| 87 | Retarder model | 1.4.1 | Retarder specifications |
| 88 | Retarder certification number | 1.4.2 | |
| 89 | Certification option used for generation of a loss map (standard values/measurement) | 1.4.3 | |
| 90 | Torque converter model | 1.5.1 | Torque converter specifications |
| 91 | Torque converter certification number | 1.5.2 | |
| 92 | Certification option used for generation of a loss map (standard values/measurement) | 1.5.3 | |
| 93 | Angle drive model | 1.6.1 | Angle drive specifications |

| No | Monitoring parameters | Source Part I of Annex IV to Regulation (EU) 2017/2400, unless otherwise specified | Description |
|-----|--|---|---|
| 94 | Angle drive certification number | 1.6.2 | |
| 95 | Axle model | 1.7.1 | Axle specifications |
| 96 | Air drag model | 1.8.1 | Aerodynamics |
| 97 | Engine stop-start during vehicle stops (yes/no) | 1.12.1 | Advanced driver assistance systems (ADAS) |
| 98 | Eco-roll without engine stop-start (yes/no) | 1.12.2 | |
| 99 | Eco-roll with engine stop-start (yes/no) | 1.12.3 | |
| 100 | Predictive cruise control (yes/no) | 1.12.4 | |
| 101 | For vehicles with a date of simulation as of 1 July 2020, the type-approval number of the engine | Point 1.2.1. of addendum to Appendix 5, 6 or 7 to Annex I to Regulation (EU) No 582/2011, whichever is applicable | Engine specifications |

Data under Part A of Annex I of Regulation (EU) 2018/956

5.22 The Department for Transport will collect the majority of data in Part A of Annex I as it has done previously. However, Regulation (EU) 2020/1589 amended these data requirements shortly prior to the end of the transition period. Regulation (EU) 2020/1589 was retained in UK law following the end of the transition period, and as the requirements are new, they are not covered by the existing system.

5.23 This table provides a breakdown of the data, how it will be collected in all reporting periods from 2020:

| Item | Description of data to be reported | Data submission in 2021/2 onwards | Future data submission system |
|------|---|---|-------------------------------|
| (a) | Vehicle Identification Numbers of all new Heavy-Duty Vehicles (as referred to in points (a) and (b) of the second paragraph of Article 2 [of (EU) 2018/956] that are registered in a MS) | Data already provided to the DVLA through the vehicle registration process, no action needed | |
| (b) | Manufacturer name | Data already provided to the DVLA through the vehicle registration process, no action needed | |
| (c) | Make (trade name of manufacturer) | Data already provided to the DVLA through the vehicle registration process, no action needed | |
| (d) | for vehicles registered until 31 December 2019 where available, and for vehicles registered from 1 January 2020 in all | Data already provided to the DVLA through the vehicle registration process, no action needed | |

| Item | Description of data to be reported | Data submission in 2021/2 onwards | Future data submission system |
|------|---|---|---|
| | cases, the code for the bodywork as specified in entry 38 of the Certificate of Conformity, including, where applicable, the supplementing digits | | |
| (e) | in the case of the Heavy-Duty Vehicles referred to in point (a) of the second paragraph of Article 2 [of (EU) 2018/956], the information on the powerplant specified in entries 23, 23.1 and 26 of the Certificate of Conformity | Some data already provided by manufacturers at registration. No action needed at this time | We are working with departmental colleagues to be able to collect this extra data through an existing process |
| (f) | for vehicles registered from 1 January 2020, the maximum speed of the vehicle as specified in entry 29 of the Certificate of Conformity | Not currently collected by the government, but no action needed from manufacturers | We are working with departmental colleagues to be able to collect this extra data through an existing process |
| (g) | for vehicles registered until 30 June 2021 where available and for vehicles registered from 1 July 2021 in all cases, the stage of completion , as indicated in the chosen model of the Certificate of Conformity in accordance with point 2 of Annex IX to Directive 2007/46/EC | Not currently collected by the government, but no action needed from manufacturers | We are working with departmental colleagues to be able to collect this extra data through an existing process |
| (h) | the vehicle category as specified in entry 0.4 of the Certificate of Conformity | Data already provided to the DVLA through the vehicle registration process, no action needed | |
| (i) | for vehicles registered until 31 December 2020 where available and for vehicles registered from 1 January 2021 in all cases, the number of axles , as specified in entry 1 of the Certificate of Conformity | Data already provided to the DVLA through the vehicle registration process, no action needed | |
| (j) | technically permissible maximum laden mass , as specified in entry 16.1 of the Certificate of Conformity | Data already provided to the DVLA through the vehicle registration process, no action needed | |
| (k) | for vehicles registered until 31 December 2021 where available and for vehicles registered from 1 January 2022 in all cases, the imprint of the cryptographic hash of the manufacturer's records file as specified in entry 49.1 of the Certificate of Conformity; for vehicles registered until 30 June 2025 Member States may report only the first 8 characters of the cryptographic hash | Data already provided to the DVLA through the vehicle registration process, no action needed | |
| (l) | for vehicles registered until 30 June 2021 where available and for vehicles registered from 1 July 2021 in all cases, the specific CO₂ emissions as specified in entry 49.5 of the Certificate of Conformity | Manufacturers to submit to the VCA alongside data in Part B of Annex I, at the end of the reporting period | We are working with departmental colleagues to be able to collect this extra data through an existing process in the future |
| (m) | for vehicles registered until 30 June 2021 where available and for vehicles registered | Manufacturers already submit to the | We are working with departmental |

| Item | Description of data to be reported | Data submission in 2021/2 onwards | Future data submission system |
|------|---|---|--|
| | from 1 July 2021 in all cases, the average payload value as specified in entry 49.6 of the Certificate of Conformity | VCA included in the data in Part B of Annex I | colleagues to be able to collect this extra data through an existing process in the future |
| (n) | the date of registration | Data already provided to the DVLA through the vehicle registration process, no action needed | |

Table 1 Data to be provided by manufacturers under Part A of Annex I

5.24 As shown in the above table, all but two of the data points are already collected through existing channels.

5.25 Two data fields: (l) the specific CO₂ emissions and (m) the average payload value, are not currently collected by the Department for Transport but will be needed to be provided by manufacturers each reporting year. All data can be provided alongside the other data submitted at the end of the reporting year.

6. Monitoring and reporting of emissions data

- 6.1 This section explains the flows of information that are required with regard to the monitoring and reporting of vehicle registration and CO₂ emissions data, through to the publication of final performance by manufacturers against CO₂ targets, the issuing of excess emissions penalties and the rights of manufacturers in respect of any penalties.
- 6.2 Through SI 2019, the Government has attempted to ensure that these flows of information will remain, as far as possible, the same as under the European regime, with the obvious exception that the VCA will be administering the UK-only regime rather than the European Environment Agency.

Process - Driver and Vehicle Licencing Agency (DVLA) to VCA

- 6.3 As is the case now, manufacturers will be required to register new vehicles with the DVLA in order to receive a registration number and to ensure that the vehicle can legally be driven on UK roads.
- 6.4 Once every year, the DVLA will transmit the information of all newly registered HDVs to the DfT.
- 6.5 The DfT will format this information to ensure that the data provided is consistent, formatted correctly and contains all of the information required under SI 2019. The DfT will then pass this data to the VCA by 30 September of the following year e.g. the 2021 reporting period dataset must be transmitted to the VCA no later than 30 September 2022.

Data points to be provided

- 6.6 The process for registering a vehicle remains unchanged as a result of this legislation. There will be updates to the registration system in the future.
- 6.7 All of the information that was previously provided to the European Environment Agency by the DfT will now instead be provided to the VCA by the DfT. A full list of the data points required can be found in Regulation 2018/956 as amended by SI 2019 and SI 2020.
- 6.8 EU regulations (EU) 2019/1242 and (EU) 2019/1589, which came into force in September 2020 require further data to be collected. These were both retained in UK law as of 31 December 2020. Together, this means that there are 14 data fields in Regulation 2018/956 Annex I Part A which must be captured/reported. Most of this data is already captured during the DVLA registration process, however, not every data field is captured through this method. The VCA will be

collecting this data alongside manufacturer's normal annual data submission. Details of manufacturers reporting requirements can be found in section 5.

Publication of the dataset

6.9 Following the transmission of the 'raw' vehicle registration data to the VCA, they will have a 7-month period in which they will be tasked from the 2020 reporting period with calculating for the preceding reporting period and for each manufacturer, if relevant:

- the average specific CO₂ emissions
- the zero- and low-emission vehicle factor
- the CO₂ emissions reduction trajectory
- the emissions credits
- the emissions debts (only from the 2025 reporting period)
- the excess CO₂ emissions (only from the 2025 reporting period)

6.10 This dataset shall be notified to manufacturers by 30 April following the end of the reporting period and shall also be published online on the VCA website:

<https://www.vehicle-certification-agency.gov.uk/fuel-consumption-co2/average-emissions-monitoring/>

The online dataset shall have certain information redacted in line with GDPR requirements e.g., the VIN.

6.11 The notification to manufacturers, detailing the calculations for each manufacturer, where applicable, shall be sent to the nominated contact point provided.

Excess Emissions Premiums

6.12 From the 2025 reporting period, if a manufacturer has excess CO₂ emissions in a given reporting period, they will be issued with an excess emissions premium.

6.13 The excess emissions premium will be issued in the form of a civil penalty.

6.14 The amount payable will be:

from 2025 to 2029,

(Excess CO₂ emissions premium) = (Excess CO₂ emissions × £3,830/gCO₂ /tkm)

from 2030 onwards,

(Excess CO₂ emissions premium) = (Excess CO₂ emissions × £6,130/gCO₂ /tkm).

6.15 The excess emissions premium will be sent to the nominated contact point for the manufacturer.

6.16 The excess emissions premium will:

- Be in writing;
- Be dated;

- Set out the reasons for which the excess emissions premium is imposed;
- Set out the amount of the excess emissions premium and how it has been calculated;
- Set out how to pay the excess emissions premium;
- Require payment to be made before the end of a period of 28 days after the date of the notice;
- Include an explanation of the steps the manufacturer must take if they wish to object to the excess emissions premium, including the manner and form in which any notice of objection must be served; and
- Include an explanation of the steps the VCA or Secretary of State may take to recover an unpaid excess emissions premium.

6.17 Excess emissions premiums must be paid within 28 days unless an appeal is made.

7. Verification and correction of data

Verification of data

- 7.1 SI 2025 introduced a procedure through assimilating Regulation 2020/1079 to ensure the correctness of the data submitted to the VCA in accordance with 2018/956.
- 7.2 The Secretary of State, via the VCA, shall select, for each manufacturer, a random sample representing between 2% and 10% of the number of HDVs that have been registered in the reporting period concerned.
- 7.3 The Secretary of State will then inform each manufacturer of the selected vehicles, and within one month of receipt of this notification, the manufacturer must provide (i) the original manufacturer's records file, and (ii) a copy of the engine type-approval certificate.
- 7.4 The Secretary of State will crosscheck these against the data submitted in accordance with 2018/956 and shall either confirm the accuracy of the data submitted or notify the manufacturers of any discrepancies found.
- 7.5 In the case of discrepancies, the manufacturer must, within one month, provide the Secretary of State with the corrected data.
- 7.6 The Secretary of State may, when not satisfied with the explanation given for the discrepancy, apply a correction factor to the data already submitted in accordance with 2018/956.

Verification of vocational vehicles

- 7.7 Vocational vehicles are exempt from the CO₂ standards but must still be reported to both the VCA and DVLA. A vocational vehicle is defined as a HDV not intended for the delivery of goods and for which one of the following digits is used to supplement the bodywork codes, as listed in Appendix 2 to Annex I of Regulation (EU) 2018/858: 09, 10, 15, 16, 18, 19, 20, 23, 24, 25, 26, 27, 28, 31; or a tractor with a maximum speed not exceeding 79 km/h;
- 7.8 When registering for the first time through the DVLA, all new vocational HGVs should include the bodywork code and supplementary code in the "bodywork code" field, which is distinct from the pre-existing "body type" field.
- 7.9 For vehicles that have already been registered without the supplementary bodywork code, the converter or dealer may update this by contacting the DVLA at manufacturer.requests@dvla.gov.uk. The manufacturer should attach their list of VINs, bodywork code as it was provided at registration and updated bodywork. Once the DVLA have confirmed in writing that the vehicles have been updated, the manufacturer should notify the VCA of the VINs that the DVLA have updated the bodywork code for by sending a list of the VINs of

vehicles whose codes you have amended to fleetaverage@vca.gov.uk to take that into account in the regulations. The DVLA will prioritise older registrations first so that it does not impede administration of the regs from previous years.

- 7.10 We are preparing legislation to establish a procedure for identifying HDVs that are certified as vocational but not registered as such and to apply corrections to the annual average specific CO₂ emissions of a manufacturer to take those vehicles into account. This legislation is expected to be laid in 2025.

8. Calculation of emission targets and performance

Methodology for targets

Calculation of the reference emissions

- 8.1 To calculate the emissions reduction targets to be met from the reporting year beginning 1 July 2025 onwards, a baseline dataset for newly registered HDVs will be used. This baseline will be the average CO₂ emissions of those HDVs that were newly registered in the period from 1 July 2019 to 30 June 2020.
- 8.2 Prior to the end of the EU transition period, the manufacturer data for UK vehicles for this baseline reporting period to 30 June 2020 was submitted to the European Environment Agency.
- 8.3 The European Commission has since calculated the EU+UK-wide baseline data and published this data on 10 May 2021 through Implementing Decision (EU) 2021/781 - <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32021D0781>.
- 8.4 The UK government will adopt these published reference emissions to calculate the 2025 and 2030 reductions targets. Therefore, the baseline 'reference CO₂ emissions' in each of the vehicle sub-categories will be the same as those used by the European Commission.
- 8.5 For each vehicle sub-group, a reference CO₂ emissions number has also been calculated for the baseline year, using data from HDVs of all manufacturers. This is detailed in EU 2019/1242, Annex I, point 3. The calculation is, for all vehicles in the sub-group in the baseline year, the average of all vehicles' CO₂ emissions as divided by their average payload. This forms part of the calculation of individual manufacturer targets from 2025 and for calculating CO₂ emissions reduction trajectory for emission credits from 2019 to 2030. The reference CO₂ emissions can also be found in Implementing Decision (EU) 2021/781.

Reference CO₂ emissions referred to in Article 1, second paragraph of Regulation (EU) 2019/1242:

| Sub-group sg | rCO ₂ sg in g/tkm |
|--------------|------------------------------|
| 4-UD | 307,23 |
| 4-RD | 197,16 |
| 4-LH | 105,96 |
| 5-RD | 84,00 |
| 5-LH | 56,60 |
| 9-RD | 110,98 |
| 9-LH | 65,16 |

| | |
|-------|-------|
| 10-RD | 83,26 |
| 10-LH | 58,26 |

How individual manufacturer targets are calculated

8.6 For each manufacturer, in each reporting period, from the reporting period beginning 1 July 2025, an individual target will be calculated, as described in EU 2019/1242, Article 6 and Annex I, point 4. This calculation will be the sum of targets for each vehicle subgroup, for each manufacturer.

8.7 These vehicle subgroup targets will be calculated by:

The manufacturer's share of vehicles in the sub-group; multiplied by the whole industry annual mileage and payload weighting factors for that sub group; multiplied by the industry wide CO₂ emissions reduction target for that year; multiplied by the reference CO₂ emissions for that sub group (See above, point [8.5](#)).

Reporting Requirements

Reporting HDV CO₂ from 2020 to 2024

8.8 The current UK regulations maintain the regime as it functioned as part of the EU CO₂ emissions regime. Where data was previously reported to the European Commission by manufacturers, as referred to in Part B of Annex I of EU 2018/956, it is now reported to the VCA.

8.9 The data in Part A of Annex I of (EU) 2018/956, as originally enacted, are reported by manufacturers during vehicle registration with the DVLA. This does not need to be reported again.

8.10 However, extra fields have also been included in the UK regime (see [3.13](#)). This will also have to be reported by manufacturers to the VCA. This will be a temporary measure while we work with departmental colleagues to find a solution to collect this data through existing processes.

8.11 Data will be reported but no targets shall be enforced in this period until the reporting period beginning 1 July 2025.

HDV CO₂ performance from 2025

8.12 From 2025 data will continue to be reported to the DVLA and the VCA as above.

8.13 Compliance will be in force from the 2020 reporting period. This means manufacturers will gain credits and debts, as described below.

8.14 Premiums for excess emissions beyond the emissions debt threshold will now be in force.

8.15 Any remaining emissions debts must be resolved by 2029 and neither credits nor debts can be carried over into the reporting year of 2030.

Methodology for performance

Credits and debts

- 8.16 As compliance with the targets is calculated on a fleet-wide basis, selling of higher-emitting vehicles can be offset by selling more lower emitting vehicles. In addition, manufacturers can earn emissions credits and debts, or "banking and borrowing", where they can under or over perform against their targets and transfer this into subsequent years.
- 8.17 Prior to enforcement of targets, from 2019 to 2024, only credits can be accumulated. Credits are accumulated by a manufacturer exceeding their CO₂ emissions reduction target in a reporting year. Credits accumulated in the years 2019-2024 can only be used to offset against the emissions target in the year 2025. Debts can be accumulated from when enforcement action begins in reporting year beginning in 2025.
- 8.18 From 2025, credits and debts can only be carried over from one reporting period to the next. Debts made in a year can therefore be offset by generating credits in the immediately prior or subsequent year.
- 8.19 Each manufacturer will have an emissions reduction trajectory, which describes how their individual target changes over time due to the changing industry wide reduction targets. How it is calculated can be found in EU 2019/1242, Article 7 and Annex I, point 5.
- 8.20 Emissions credits and debts are based on a calculation of how much a manufacturer has under or over performed against their emissions reduction trajectory in that year.
- 8.21 Debts are capped at up to 5% of the manufacturer's CO₂ emissions target in the reporting period of the year 2025, multiplied by the number of HDVs of the manufacturer in that period. Beyond this threshold, manufacturers will pay a per-vehicle premium, as stated above in [6.14](#).

Zero- and low-emission vehicles

- 8.22 The number and CO₂ emissions of all zero- and low-emission vehicles (ZLEVs) are taken into account as part of the manufacturers fleet in a given reporting period, reducing the average emissions across the fleet. However, there are also extra credits for ZLEVs, to incentivise early uptake.
- 8.23 Throughout the regime, from 2020 to 2030, the extra reduction granted by ZLEVs, beyond their contribution of producing lower emissions, is capped at 3% of a manufacturers average specific CO₂ emissions.
- 8.24 In the reporting periods up to 30 June 2025, all zero- and low-emission HDVs should be counted multiple times for the purpose of calculating the average specific CO₂ emissions of a manufacturer. This will have the effect of reducing a manufacturer's average CO₂ emissions further.
- 8.25 A zero-emission HDV will be counted as two vehicles and a low-emission HDV shall be counted as up to two vehicles according to a function of its specific CO₂ emissions and the low-emission threshold of the vehicle sub-group to which the vehicle belongs. These are defined in EU 2019/1242, Annex I, point 2.3.1.

- 8.26 For the reporting periods from 2025, there will no longer be multiple counting. Instead, the manufacturers average emissions will be reduced, on top of their existing contribution to reducing average emissions, by a "ZLEV factor". This is calculated based on the percentage of the fleet that is zero or low emissions. A zero-emission vehicle is counted as 1, while a low emission vehicle is counted between 0 and 1, depending on their CO₂ emissions.
- 8.27 However, if ZLEVs account for less than 2% of the fleet, there will be no reduction in the manufacturer's average emissions. This 2% threshold must be passed in order to take advantage of the ZLEV factor. Manufacturers are also still capped at a 3% additional reduction in their average emissions from ZLEVs. Beyond that threshold, ZLEVs will provide no extra bonus beyond their existing contribution of producing lower emissions.

How individual manufacturer performance is calculated

- 8.28 From the reporting period beginning 1 July 2025, the VCA shall assess the average specific emissions of CO₂ that are emitted by the newly registered fleet by each individual manufacturer in that period.
- 8.29 The calculations for assessing whether a manufacturer has excess emissions differ depending on the year. The formulae are detailed in EU 2019/1242, Annex I, point 6:
- In 2025, it is the total number of emission debts in the 2025 reporting year; minus the sum of the emission credits from 2019 to 2025; minus the emission debt limit (as described in 8.21).
 - Between 2026 and 2028, the excess emission calculation is the emission debts minus emission credits in that reporting year; minus the excess from the previous year; minus the emission debt limit; minus the reduction of emission debts of the reporting period of the year 2025 (in accordance with point 5.4 of Annex 1).
 - Finally, in 2029, it will be the sum of debts minus the sum of credits from 2025 to 2029, minus the sum of all excess emissions over the period and minus the reduction of emission debts of the reporting period of the year 2025 (in accordance with point 5.4 of Annex 1). In other words, all credits, debts and excess emissions must balance off prior to 30 June 2030 and any emissions above the target at this time will face a premium.
- 8.30 There are therefore three circumstances where a manufacturer may have excess CO₂ emissions:
- where, in any of the reporting periods of the years 2025 to 2028, the sum of the emission debts reduced by the sum of the emission credits exceeds the emission debt limit referred to above in 8.21;
 - where, in the reporting period of the year 2029, the sum of the emission debts reduced by the sum of the emission credits is positive;
 - where, from the reporting period of the year 2030 onwards, the manufacturer's average specific CO₂ emissions exceed its specific CO₂ emissions target.
- 8.31 Where a manufacturer is found to have excess emissions beyond the limit, they will pay the premium as detailed in [6.14](#).

9. Future Amendments

- 9.1 As the regulation is used and tested, a number of changes may need to be made in order to ensure that the regulation keeps pace with change to both the UK vehicle market and to wider legislative changes that affects the regulations.
- 9.2 In order to ensure that the calculation of manufacturers CO₂ emissions and their targets keep up with technical progress and the evolution of freight transport logistics, the government may amend the following provisions of EU 2019/1242:
- the entries for cab type and engine power set out in Table 1 of Annex I and the definitions of 'sleeper cab' and 'day cab' referred to in that Table;
 - the mission profile weights set out in Table 2 of Annex I;
 - the payload values set out in Table 3 of Annex I, and the payload adjustment factors set out in Table 1 of Annex II;
 - the annual mileage values set out in Table 4 of Annex I.
- 9.3 If type approval procedures are modified in such a way that the level of the CO₂ emissions of representative vehicles increase or decrease by more than 5 g CO₂/km, the government will adjust the reference CO₂ emissions level. The government will establish a methodology for defining the representative vehicle(s), in order to measure this change.
- 9.4 A future regulation is expected to be adopted in 2025 identifying HDVs that are certified as vocational but not registered as such and to apply corrections to the annual average specific CO₂ emissions of a manufacturer to take those vehicles into account.
- 9.5 Government is considering its approach for phasing out the sale of new non-zero emission HGVs and what regulations will be appropriate and will engage with the sector on any future regulatory approach in due course.

10. Contacts

DfT Contacts

- 10.1 DfT officials can be contacted regarding any aspect of the legislation or the policy of the regulations.
- 10.2 The lead division in the DfT overseeing the Regulations is the Environment Strategy team. They can be contacted at environmental.strategy@dft.gov.uk

VCA Contacts

- 10.3 VCA officials can be contacted regarding the enforcement of the regulation.
- 10.4 The lead team at the VCA is Corporate Affairs. They can be contacted at fleetaverage@vca.org.uk

DVLA Contacts

- 10.5 The DVLA can be contacted regarding the collection of registrations data.
- 10.6 They can be contacted using the Basecamp facility. All manufacturers who register vehicles should have access to this forum.
- 10.7 Alternatively, they can be contacted at VED.Reform@dvla.gov.uk

Vehicles Statistics

- 10.8 The Vehicle Statistics team are responsible for collating registrations information from the DVLA and reporting an initial dataset to the VCA.
- 10.9 They can be contacted at vehicles.stats@dft.gov.uk

11. Annex - timeline flowchart

