

PUBLISHED REPLACEMENT EU ACT INITIAL ASSESSMENT OF IMPACT

DSC REF: DSC/08/2024

Published Replacement EU Act

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](#)

Regulation (EU) 2018/956 should be repealed with transitional provisions allowing the reporting period that is ongoing at the moment of entry into force of this Regulation to be concluded under the rules applicable at the beginning of that reporting period, including all processing of the data collected. Accordingly, this Regulation should apply from the beginning of the following reporting period.

Regulation (EU) 2018/956 is repealed with effect from 1 July 2024.

References to Regulation (EU) 2018/956 shall be construed as references to Regulation (EU) 2019/1242 and shall be read in accordance with the correlation table set out in Annex VI to Regulation (EU) 2019/1242, as included in Annex II to this Regulation.

Summary of the Act

The primary purpose of the regulation is to introduce stricter CO₂ emissions targets for heavy duty vehicles, and to introduce some associated reporting requirements. **These measures will not apply in Northern Ireland because Joint Committee Decision 2020/3 removed regulations relating to CO₂ emissions performance standards for vehicles from the Windsor Framework.** The link below provides access to a copy of the decision document.

https://assets.publishing.service.gov.uk/media/60cb6da3d3bf7f4bd6a9bd25/TS_14.2021_Decision_No_3_of_Joint_Committee_Withdrawal_Agreement.pdf

There are, however, some very minor changes to definitions introduced in the Type Approval framework (Regulation (EU) 2018/858). These changes accommodate the new concept of an “e-trailer” (that is, a trailer which provides some level of contribution to propulsion when being towed) into type approval legislation.

Department(s) Responsible

Type approval is a reserved matter. The Secretary of State for Transport has primary responsibility for type approval. The associated department is the Department for Transport (DfT)

E-Trailer

The e-trailer aspect that amends the Type Approval legislation in this case is an incredibly limited part of the regulation. They introduce a new definition of an “e-trailer”. They then adapt the existing definition of a semi-trailer to accommodate this concept. DfT’s understanding is that e-trailers are quite a niche concept at the moment but may become more of interest as we move to zero emission trucks.

Regulation (EU) 2018/858 is amended as follows:

(1) Article 3 is amended as follows:

(a) point (33) is replaced by the following:

‘(33) “semi-trailer” means a trailer in which the axle, or axles are positioned behind the centre of gravity of the vehicle (when uniformly loaded), and which is equipped with a connecting device permitting horizontal and vertical forces to be transmitted to the towing vehicle.’;

(b) the following point is added:

‘(59) “e-trailer” means any kind of trailer that is able to contribute to the propulsion of the vehicle combination by using its own electric powertrain and which is not able to be used on public roads without being actively towed by a motor vehicle.’;

(2) in Annex I, Part B, point 6.1.1(d), the following sub-point is added:

‘(iii) the design and construction of the essential constituent elements forming the propulsion and energy storage system in the case of e-trailers.’

DfT have advised that in practice, it would appear that there is no impact from the amendment unless you are a company that produces e-trailers, in which case they would now be recognised/enabled under the Type Approval Regs in NI under the amendment. DfT cannot see any negative impacts that would arise from this amendment to the Type Approval requirements for any company or the public in NI.

UK Government Explanatory Memorandum

DfI officials has been advised by DfT that CO₂ standards are outside of the Windsor Framework, and they also advised there were no relevant EM's.

Initial Assessment of Impact

As this is a fully reserved matter, and the responsibility of UK Government, DfT has provided the following detail.

The CO₂ standards revision is not applicable to NI. There is only an extremely minor amendment within this regulation that is relevant for NI, which is not expected to carry any negative impact.

DfT has advised that the changes are purely technical and cannot foresee any new requirements for NI businesses.

Analysis by the European Commission on its Impact Assessment

Please note the detail below has been provided as background only and may be of interest to the DSC. As mentioned above the CO₂ standards do not apply to Northern Ireland.

[CO₂ emission performance standards and reporting obligations for new heavy-duty vehicles](#)

[Notice to Stakeholders](#)

Departmental Engagement

DfI have had no engagement with DfT officials on this matter.