Official Journal
of the European Union

EN
L series

2026/1787

24.7.2026

COMMISSION IMPLEMENTING REGULATION (EU) 2026/1787

of 23 July 2026

laying down rules for the application of Regulation (EU) 2019/1242 of the European Parliament and of the Council as regards the detailed procedure for collecting real-world data relating to CO_2 emissions from heavy-duty 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_2 emission performance standards for new heavy-duty vehicles ([1]), and in particular Article 12(4) thereof,

Whereas:

(1) Pursuant to Article 12 of Regulation (EU) 2019/1242, the Commission is required to collect data on the real-world fuel consumption and energy consumption of heavy-duty vehicles that are recorded by on-board fuel and electric energy consumption monitoring devices as provided for in Commission Implementing Regulation (EU) 2025/2161 ([2]).

(2) To ensure the regular collection of real-world data pursuant to Article 12 of Regulation (EU) 2019/1242, while minimising the administrative burden of this procedure, real-world fuel and energy consumption data should be collected as part of the roadworthiness tests already performed in accordance with Directive 2014/45/EU of the European Parliament and of the Council ([3]).

(3) To allow the collection of real-world data, the bodies or establishments referred to in Article 4(2) of Directive 2014/45/EU should be equipped with the necessary tools to read out the data recorded by on-board fuel and electric energy consumption monitoring devices. The collection of real-world data should commence from the moment vehicles equipped with such devices are required to undergo roadworthiness testing in accordance with Article 5 of Directive 2014/45/EU, which is as of 1 July 2028. To support the timely implementation of the data collection, Member States may, on a voluntary basis, collect those data prior to that date.

(4) To ensure that the Commission can assess the real-world representativeness of the CO_2 emissions and energy consumption values, Member States should report data relating to the real-world CO_2 emissions and energy consumption of heavy-duty vehicles to the Commission, collected in the preceding reporting period, using the data transmission procedures provided by the European Environment Agency (EEA). The Commission and the EEA should take appropriate steps to protect the confidentiality of the obtained information.

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

([2]) Commission Implementing Regulation (EU) 2025/2161 of 27 October 2025 implementing Regulation (EC) No 595/2009 of the European Parliament and of the Council as regards the technical requirements of on-board devices for the monitoring and recording of fuel and energy consumption and mileage of certain heavy-duty vehicles, and for determining and recording the payload or total weight thereof (OJ L, 2025/2161, 31.10.2025, ELI: http://data.europa.eu/eli/reg_impl/2025/2161/oj).

([3]) Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 51, ELI: http://data.europa.eu/eli/dir/2014/45/oj).

(5) Real-world data on fuel and energy consumption should be collected together with the vehicle's identification number (VIN). While the VIN is assigned to the vehicle to ensure that the vehicle is properly identified, it also constitutes personal data, within the meaning of Article 4(1) of Regulation (EU) 2016/679 of the European Parliament and of the Council ([4]) (the GDPR), of a natural person, as regards someone who reasonably has means enabling them to associate the VIN with a specific person such as the owner of the vehicle or the person who may use that vehicle on a legal basis other than that of owner.

(6) Any processing of personal data under this implementing regulation should be subject to the applicability of the GDPR and of the EUDPR ([5]). The processing of the real-world data and VINs from heavy-duty vehicles for the purposes of Regulation (EU) 2019/1242 should be considered lawful pursuant to Article 6(1), point (c), of Regulation (EU) 2016/679. Controllers should use secure means of communication, and vehicle owners should be adequately informed.

(7) The time period should be specified for which that data is to be retained by the different entities involved in the collection and reporting. As the objective is to follow the evolution of the real-world performance of the vehicle over its estimated lifetime, data should be retained by the EEA for a period of 20 years. Other entities collecting and reporting data should hold the data only for a six-month period following the data transmission to the EEA.

(8) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 and delivered an opinion on 12 July 2026.

(9) The measures provided for in this Regulation are in accordance with the opinion of the Climate Change Committee.

HAS ADOPTED THIS REGULATION:

Article 1

Definitions

For the purposes of this Regulation, the following definition applies:

'Real-world data' means the data regarding the lifetime values and static accumulated data referred to in point 3.3 of Annex I to Implementing Regulation (EU) 2025/2161 that has been obtained from on-board fuel and electric energy consumption monitoring devices.

Article 2

Collection and reporting of data by Member States

1. From 1 July 2028, Member States and the bodies or establishments referred to in Article 4(2) of Directive 2014/45/EU shall collect the following data when new heavy-duty vehicles registered from 1 July 2027 and equipped with on-board fuel and electric energy consumption monitoring devices in accordance with Implementing Regulation (EU) 2025/2161 undergo roadworthiness test in accordance with Article 5 of Directive 2014/45/EU:

(a) real-world data;

(b) vehicle identification number (VIN);

([4]) Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1, ELI: http://data.europa.eu/eli/reg/2016/679/oj).

([5]) Regulation (EU) 2018/1725 of the European Parliament and of the Council of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No 1247/2002/EC (OJ L 295, 21.11.2018, p. 39, ELI: http://data.europa.eu/eli/reg/2018/1725/oj).

(c) the vehicle odometer reading;

(d) the date on which the roadworthiness tests took place.

2. The real-world data shall be read out by using a device referred to in point (14) of Section I of Annex III to Directive 2014/45/EU. That device shall be capable of reading out the data as recorded on the on-board fuel and electric energy consumption monitoring device.

3. The Member States and the bodies and establishments referred to in Article 4(2) of Directive 2014/45/EU responsible for the collection of the VINs shall use secure means of communication for that collection.

4. From 2029, by 30 November each year, Member States shall report the data referred to in paragraph 1 that were collected in the preceding reporting period to the Commission, via an electronic data transfer to the EEA.

5. Member States shall use the electronic tools and procedural guidance made available by the Commission and the EEA when reporting the data specified in paragraph 1. For the purposes of this reporting, Member States shall designate a contact person and shall notify the Commission of the contact details of that person and of any subsequent changes thereto.

6. From 1 January 2028, Member States and the bodies and establishments referred to in Article 4(2) of Directive 2014/45/EU may, on a voluntary basis, collect the data referred to in paragraph 1. By 30 November 2028, they may report to the Commission, via an electronic data transfer to the EEA, any such data collected between 1 January 2028 and 30 June 2028.

Article 3

Obligations relating to the protection of personal data

1. The bodies or establishments responsible for roadworthiness testing, when collecting the VINs together with the real-world data directly from the vehicles shall, in relation to the collection and processing of the VINs, be considered as controllers of these data within the meaning of Article 4(7) of Regulation (EU) 2016/679, and shall provide information to vehicle owners in accordance with Article 13 of that Regulation.

2. Where the VINs together with the real-world data are obtained indirectly from vehicle owners, Member States, as controllers, shall provide information in accordance with Article 14 of Regulation (EU) 2016/679.

3. The EEA shall be regarded as a controller under Regulation (EU) 2018/1725 for the processing of VINs under this Regulation.

4. The data collected in accordance with Article 2 may only be retained for the following periods:

(a) by the bodies and establishments responsible for roadworthiness tests, until six months after transmission of the data to the EEA or to the authorities designated by the Member States in accordance with Article 2(4);

(b) by the authorities designated by the Member States pursuant to Article 2(4), until six months after transmission of the data to the EEA;

(c) by the EEA, until 20 years from the date on which the data was first reported in accordance with Article 2(4).

Article 4

Entry into force

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, 23 July 2026.

For the Commission
The President
Ursula VON DER LEYEN