EUROPEAN
COMMISSION

Brussels, XXX
[…](2026) XXX draft

COMMISSION IMPLEMENTING REGULATION (EU) …/...

of XXX

amending Implementing Regulation (EU) 2025/1706 as regards the utility factors for off-vehicle charging hybrid electric vehicles

(Text with EEA relevance)

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THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2024/1257 of the European Parliament and of the Council of 24 April 2024 on type-approval of motor vehicles and engines and of systems, components and separate technical units intended for such vehicles, with respect to their emissions and battery durability (Euro 7), amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 715/2007 and (EC) No 595/2009 of the European Parliament and of the Council, Commission Regulation (EU) No 582/2011, Commission Regulation (EU) 2017/1151, Commission Regulation (EU) 2017/2400 and Commission Implementing Regulation (EU) 2022/1362[1], and in particular Article 14(3), and Article 14(4), thereof,

Whereas:

(1) In order to address a significant difference between the average real-world CO_2 emissions of plug-in hybrid electric vehicles and their CO_2 emissions determined by the Worldwide Harmonised Light Vehicles Test Procedure (WLTP) and to ensure that the CO_2 emissions determined for such vehicles are representative of real driving behaviour, the utility factors applied for the purpose of the CO_2 emission determination at type approval were specified on the basis of available data by Commission Regulation (EU) 2023/443[2]. The utility factors established therein for Euro 6 type approvals were taken over by Commission Implementing Regulation (EU) 2025/1706 for Euro 7 type approvals and were to apply for all new vehicle type approvals.

(2) Without prejudice to the real-world data collected pursuant to Commission Implementing Regulation (EU) 2021/392[3], in order to provide further short-term flexibility to manufacturers, until 1 January 2030, the utility factor for off-vehicle charging hybrid electric vehicles should continue to apply at the level applicable for

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([1]) OJ L, 2024/1257, 8.5.2024, ELI: http://data.europa.eu/eli/reg/2024/1257/oj.

([2]) Commission Regulation (EU) 2023/443 of 8 February 2023 amending Regulation (EU) 2017/1151 as regards the emission type approval procedures for light passenger and commercial vehicles (OJ L 66, 2.3.2023, p. 1, ELI: http://data.europa.eu/eli/reg/2023/443/oj).

([3]) Commission Implementing Regulation (EU) 2021/392 of 4 March 2021 on the monitoring and reporting of data relating to CO2 emissions from passenger cars and light commercial vehicles pursuant to Regulation (EU) 2019/631 of the European Parliament and of the Council and repealing Commission Implementing Regulations (EU) No 1014/2010, (EU) No 293/2012, (EU) 2017/1152 and (EU) 2017/1153 (OJ L 77, 5.3.2021, p. 8, ELI: http://data.europa.eu/eli/reg_impl/2021/392/oj).

2025. In order to incentivise plug-in hybrid electric vehicles with a longer electric range, this temporary adjustment should be limited to vehicles with an electric range of at least 80 km.

(3) It is therefore appropriate to amend Implementing Regulation (EU) 2025/1706.

(4) In order to ensure continuity and consistency of the methods to determine the CO_2 emissions and in particular the utility factors applied to off-vehicle charging hybrid electric vehicles, this Regulation should apply retroactively from 29 November 2026.

(5) The measures provided for in this Regulation are in accordance with the opinion of the Technical Committee – Motor Vehicles (TCMV),

HAS ADOPTED THIS REGULATION:

Article 1

Implementing Regulation (EU) 2025/1706 is amended as follows:

(1) In Article 3(3), the following subparagraph is added:

'Off-Vehicle Charging Hybrid Electric Vehicles (OVC-HEVs) with an equivalent All Electric Range (EAER) of at least 80 km shall be type approved and registered until 31 December 2029 applying the parameter d_{neb} for the determination of the fractional utility factor in accordance with Annex XXI.'

(2) In Annex I, Appendix 6 is amended as follows:

(a) In Table 1, the row 'FL' is replaced by the following:

'

FL	Euro 7A	MA[5], ME, MG[6] or MH	OA	M_1, N_1	RA	31.12.2029

';

(b) In Table 2, the row 'MH' is inserted after row 'ME':

'

MH	Euro 7 UF EB	M_1, N_1	OVC-HEV[(9)]	X	X	X	29.11.2026	29.11.2027	31.12.2029

';

(c) In Table 2 rows 'ME', 'MG', 'NA' and 'NB' are replaced by the following:

ME	Euro 7 NOVC-HEV, OVC-HEV UF EC, PEV, FCHV	M_1, N_1	NOVC-HEV, OVC-HEV[(8)], PEV, FCHV	X	X	X	29.11.2026	29.11.2027	31.12.2029
MG	Euro 7	M_1, N_1, N_2	All[(10)]	X	X	X	N/A	01.01.2030	
NA	Euro 7	M_1, N_1	All[(10)]	X	X	X	N/A	01.07.2030	

	(U)SVM								
NB	Euro 7 (U)SVM	N_2	All[10]	X	X	X	N/A	01.07.2031	

’;

(d) In the list of tablenotes, the following tablenotes are inserted:

‘

(8) For OVC-HEV with an EAER lower than 80km: in this case the parameter d_{nec} shall apply for the determination of the fractional utility factor according to Annex XXI.

(9) For OVC-HEV with an EAER of at least 80km: in this case the parameter d_{neb} shall apply for the determination of the fractional utility factor according to Annex XXI.

(10) For OVC-HEV the parameter d_{nec} shall apply for the determination of the fractional utility factor according to Annex XXI.

’;

(3) In Annex XXI, the following point is added after point 3.15:

‘3.16 Appendix 5 to Annex B8 to UN Regulation No 154 shall be read as:

Utility factors (UF) for OVC-HEVs and OVC-FCHVs (as applicable)

1. Reserved

2. For the approval of OVC-HEVs or OVC-FCHVs of category M1 or N1 with emission characters EA, EB or EC as referred to in Table A3/1 of Annex 3 to the 08 series of amendment to UN Regulation No. 83, the fractional utility factor UF_j for the weighting of period j, shall be calculated in accordance with the following equation:

$$UFj(dj) = 1 - \exp\left\{-\left(\sum_{i=1}^{k} C_i \times \left(\frac{d_j}{d_{nex}}\right)^i\right)\right\} - \sum_{l=1}^{j-1} UF_l$$

where:

UF_j utility factor for period j;

d_j measured distance driven at the end of period j, km;

C_i i^{th} coefficient (see Table A8.App5/1);

d_{nex} d_{neb}, d_{nec}, normalised distance (see Table A8.App5/1);

k number of terms and coefficients in the exponent;

j number of period considered;

i number of considered term/coefficient;

$\sum_{l=1}^{j-1} UF_l$ sum of calculated utility factors up to period (j-1).

Table A8.App5/1

Parameters for the determination of fractional uFs (as applicable)

Parameter	Value
d_{neb}	2200 km
d_{nec} (*)	4260 km
C1	26.25
C2	-38.94
C3	-631.05
C4	5964.83
C5	-25095
C6	60380.2
C7	-87517
C8	75513.8
C9	-35749
C10	7154.94

(*) From 1 January 2030 the value dnec shall be revised periodically, taking into account the real-world fuel consumption data recorded by fuel and energy consumption monitoring devices on-board OVC-HEVs or OVC-FCHVs and made available pursuant to Implementing Regulation (EU) 2021/392.

'.

Article 2

This Regulation shall enter into force on the day of its publication in the *Official Journal of the European Union*.

It shall apply from 29 November 2026.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels,

For the Commission
The President
Ursula VON DER LEYEN