

This text is meant purely as a documentation tool and has no legal effect. The Union's institutions do not assume any liability for its contents. The authentic versions of the relevant acts, including their preambles, are those published in the Official Journal of the European Union and available in EUR-Lex. Those official texts are directly accessible through the links embedded in this document

► B REGULATION (EU) 2019/631 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 17 April 2019
setting CO₂ emission performance standards for new passenger cars and for new light commercial
vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011
(recast)
(Text with EEA relevance)
(OJ L 111, 25.4.2019, p. 13)

Amended by:

		Official Journal		
		No	page	date
► <u>M1</u>	Commission Delegated Regulation (EU) 2020/22 of 31 October 2019	L 8	2	14.1.2020
► <u>M2</u>	Commission Delegated Regulation (EU) 2020/1590 of 19 August 2020	L 360	8	30.10.2020
► <u>M3</u>	Commission Delegated Regulation (EU) 2020/2173 of 16 October 2020	L 433	1	22.12.2020
► <u>M4</u>	Commission Delegated Regulation (EU) 2021/1961 of 5 August 2021	L 400	14	12.11.2021
► <u>M5</u>	Regulation (EU) 2023/851 of the European Parliament and of the Council of 19 April 2023	L 110	5	25.4.2023
► <u>M6</u>	Commission Delegated Regulation (EU) 2023/1634 of 5 June 2023	L 203	1	16.8.2023
► <u>M7</u>	Commission Delegated Regulation (EU) 2023/2502 of 7 September 2023	L 2502	1	13.11.2023
► <u>M8</u>	Commission Delegated Regulation (EU) 2025/371 of 16 December 2024	L 371	1	21.2.2025



**REGULATION (EU) 2019/631 OF THE EUROPEAN
PARLIAMENT AND OF THE COUNCIL**

of 17 April 2019

**setting CO₂ emission performance standards for new passenger
cars and for new light commercial vehicles, and repealing
Regulations (EC) No 443/2009 and (EU) No 510/2011**

(recast)

(Text with EEA relevance)

Article 1

Subject matter and objectives

1. This Regulation establishes CO₂ emissions performance requirements for new passenger cars and for new light commercial vehicles in order to contribute to achieving the Union's target of reducing its greenhouse gas emissions, as laid down in Regulation (EU) 2018/842, and the objectives of the Paris Agreement and to ensure the proper functioning of the internal market.

2. From 1 January 2020, this Regulation sets an EU fleet-wide target of 95 g CO₂/km for the average emissions of new passenger cars and an EU fleet-wide target of 147 g CO₂/km for the average emissions of new light commercial vehicles registered in the Union, as measured until 31 December 2020 in accordance with Regulation (EC) No 692/2008 together with Implementing Regulations (EU) 2017/1152 and (EU) 2017/1153, and from 1 January 2021 measured in accordance with Regulation (EU) 2017/1151.

3. This Regulation will, until 31 December 2024, be complemented by additional measures corresponding to a reduction of 10 g CO₂/km as part of the Union's integrated approach referred to in the Commission's communication of 7 February 2007 entitled 'Results of the review of the Community Strategy to reduce CO₂ emissions from passenger cars and light-commercial vehicles'.

4. From 1 January 2025, the following EU fleet-wide targets shall apply:

- (a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a 15 % reduction of the target in 2021 determined in accordance with point 6.1.1 of Part A of Annex I;
- (b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a 15 % reduction of the target in 2021 determined in accordance with point 6.1.1 of Part B of Annex I.

5. From 1 January 2030, the following EU fleet-wide targets shall apply:

- (a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a ►**M5** 55 % ◀ reduction of the target in 2021 determined in accordance with point 6.1.2 of Part A of Annex I;

▼B

- (b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a ►**M5** 50 % ◄ reduction of the target in 2021 determined in accordance with point 6.1.2 of Part B of Annex I.

▼M5

5a. From 1 January 2035, the following EU fleet-wide targets shall apply:

- (a) for the average emissions of the new passenger car fleet, an EU fleet-wide target equal to a 100 % reduction of the target in 2021 determined in accordance with Part A, point 6.1.3, of Annex I;
- (b) for the average emissions of the new light commercial vehicles fleet, an EU fleet-wide target equal to a 100 % reduction of the target in 2021 determined in accordance with Part B, point 6.1.3, of Annex I.

6. From 1 January 2025 to 31 December 2029, a zero- and low-emission vehicles' benchmark equal to a 25 % share of the fleet of new passenger cars and equal to a 17 % share of the fleet of new light commercial vehicles shall apply in accordance with points 6.3 of Parts A and B of Annex I, respectively.

▼B*Article 2***Scope**

1. This Regulation shall apply to the following motor vehicles:

- (a) category M₁ as defined in ►**M5** Article 4(1), point (a)(i), of Regulation (EU) 2018/858 ◄ ('passenger cars') which are registered in the Union for the first time and which have not previously been registered outside the Union ('new passenger cars');

▼M5

- (b) category N₁ as defined in Article 4(1), point (b)(i), of Regulation (EU) 2018/858 and falling within the scope of Regulation (EC) No 715/2007 ('light commercial vehicles'), which are registered in the Union for the first time and which have not previously been registered outside the Union ('new light commercial vehicles'); in the case of zero-emission vehicles of category N with a reference mass exceeding 2 610 kg or 2 840 kg, as the case may be, they shall, from 1 January 2025, for the purposes of this Regulation and without prejudice to Regulation (EU) 2018/858 and Regulation (EC) No 715/2007, be counted as light commercial vehicles falling within the scope of this Regulation if the excess reference mass is due only to the mass of the energy storage system.

▼B

2. A previous registration outside the Union made less than three months before registration in the Union shall not be taken into account.

3. This Regulation shall not apply to special purpose vehicles as defined in ►**M5** Part A, point 5, of Annex I to Regulation (EU) 2018/858 ◀.

4. Article 4, points (b) and (c) of Article 7(4), Article 8 and points (a) and (c) of Article 9(1) shall not apply to a manufacturer which, together with all of its connected undertakings, is responsible for fewer than 1 000 new passenger cars or for fewer than 1 000 new light commercial vehicles registered in the Union in the previous calendar year, unless that manufacturer applies for and is granted a derogation in accordance with Article 10.

*Article 3***Definitions****▼M5**

1. For the purposes of this Regulation, the definitions in Regulation (EU) 2018/858 shall apply. The following definitions shall also apply:

▼B

(a) ‘average specific emissions of CO₂’ means, in relation to a manufacturer, the average of the specific emissions of CO₂ of all new passenger cars or of all new light commercial vehicles of which it is the manufacturer;

▼M5

▼B

(h) ‘specific emissions of CO₂’ means the CO₂ emissions of a passenger car or a light commercial vehicle measured in accordance with Regulation (EC) No 715/2007 and its implementing Regulations and specified as the CO₂ mass emissions (combined) in the certificate of conformity of the vehicle. For passenger cars or light commercial vehicles which are not type-approved in accordance with Regulation (EC) No 715/2007, ‘specific emissions of CO₂’ means the CO₂ emissions measured pursuant to Regulation (EC) No 715/2007, notably in accordance with the same measurement procedure as specified in Regulation (EC) No 692/2008 until 31 December 2020, and from 1 January 2021 in Regulation (EU) 2017/1151, or in accordance with procedures adopted by the Commission to establish the CO₂ emissions for such vehicles;

▼M5

▼B

(j) ‘specific emissions target’ means, in relation to a manufacturer, the annual target determined in accordance with Annex I or, if the manufacturer is granted a derogation in accordance with Article 10, the specific emissions target determined according to that derogation;

▼B

- (k) ‘EU fleet-wide target’ means the average CO₂ emissions of all new passenger cars or all new light commercial vehicles to be achieved in a given period;
- (l) ‘test mass’ or ‘TM’ means the test mass of a passenger car or light commercial vehicle as stated in the certificate of conformity and as defined in point 3.2.25 of Annex XXI to Regulation (EU) 2017/1151;
- (m) ‘zero- and low-emission vehicle’ means a passenger car or a light commercial vehicle with tailpipe emissions from zero up to 50 g CO₂/km, as determined in accordance with Regulation (EU) 2017/1151.

▼M5**▼B**

2. For the purposes of this Regulation, ‘a group of connected manufacturers’ means a manufacturer and its connected undertakings. In relation to a manufacturer, ‘connected undertakings’ means:

- (a) undertakings in which the manufacturer has, directly or indirectly:
 - (i) the power to exercise more than half the voting rights; or
 - (ii) the power to appoint more than half the members of the supervisory board, board of management or bodies legally representing the undertaking; or
 - (iii) the right to manage the undertaking's affairs;
- (b) undertakings which directly or indirectly have, over the manufacturer, the rights or powers referred to in point (a);
- (c) undertakings in which an undertaking referred to in point (b) has, directly or indirectly, the rights or powers referred to in point (a);
- (d) undertakings in which the manufacturer together with one or more of the undertakings referred to in point (a), (b) or (c), or in which two or more of the latter undertakings, jointly have the rights or powers referred to in point (a);
- (e) undertakings in which the rights or the powers referred to in point (a) are jointly held by the manufacturer or one or more of its connected undertakings referred to in points (a) to (d) and one or more third parties.

*Article 4***Specific emissions targets**

- 1. The manufacturer shall ensure that its average specific emissions of CO₂ do not exceed the following specific emissions targets:
 - (a) for the calendar year 2020, the specific emissions target determined in accordance with points 1 and 2 of Part A of Annex I in the case of passenger cars, or points 1 and 2 of Part B of Annex I in the case of light commercial vehicles, or where a manufacturer is granted a derogation under Article 10, in accordance with that derogation;

▼B

- (b) for each calendar year from 2021 until 2024, the specific emissions targets determined in accordance with points 3 and 4 of Part A or B of Annex I, as appropriate, or, where a manufacturer is granted a derogation under Article 10, in accordance with that derogation and point 5 of Part A or B of Annex I;
- (c) for each calendar year, starting from 2025, the specific emissions targets determined in accordance with point 6.3 of Part A or B of Annex I, or, where a manufacturer is granted a derogation under Article 10, in accordance with that derogation.

▼M5

For the purposes of the first subparagraph, point (c), where the specific emissions target determined in accordance with point 6.3 of Part A or B of Annex I is negative, the specific emissions target shall be 0 g/km.

▼B

2. In the case of light commercial vehicles, where the specific emissions of CO₂ of the completed vehicle are not available, the manufacturer of the base vehicle shall use the specific emissions of CO₂ of the base vehicle for determining its average specific emissions of CO₂.

3. For the purposes of determining each manufacturer's average specific emissions of CO₂, the following percentages of each manufacturer's new passenger cars registered in the relevant year shall be taken into account:

— 95 % in 2020,

— 100 % from 2021 onwards.

*Article 5***Super-credits**

In calculating the average specific emissions of CO₂, each new passenger car with specific emissions of CO₂ of less than 50 g CO₂/km shall be counted as:

— 2 passenger cars in 2020,

— 1,67 passenger cars in 2021,

— 1,33 passenger cars in 2022,

— 1 passenger car from 2023,

for the year in which it is registered in the period from 2020 to 2022, subject to a cap of 7,5 g CO₂/km over that period for each manufacturer, as calculated in accordance with Article 5 of Implementing Regulation (EU) 2017/1153.

*Article 6***Pooling**

1. Manufacturers, other than manufacturers which have been granted a derogation under Article 10, may form a pool for the purposes of meeting their obligations under Article 4.

▼B

2. An agreement to form a pool may relate to one or more calendar years, provided that the overall duration of each agreement does not exceed five calendar years, and must be entered into on or before 31 December in the first calendar year for which emissions are to be pooled. Manufacturers which form a pool shall file the following information with the Commission:

- (a) the manufacturers who will be included in the pool;
- (b) the manufacturer nominated as the pool manager who will be the contact point for the pool and will be responsible for paying any excess emissions premium imposed on the pool in accordance with Article 8;
- (c) evidence that the pool manager will be able to fulfil the obligations under point (b);
- (d) the category of vehicles registered as M₁ or N₁, for which the pool shall apply.

3. Where the proposed pool manager fails to meet the requirement to pay any excess emissions premium imposed on the pool in accordance with Article 8, the Commission shall notify the manufacturers.

4. Manufacturers included in a pool shall jointly inform the Commission of any change of pool manager or of its financial status, in so far as this may affect its ability to meet the requirement to pay any excess emissions premium imposed on the pool in accordance with Article 8, and of any changes to the membership of the pool or the dissolution of the pool.

5. Manufacturers may enter into pooling arrangements provided that their agreements comply with Articles 101 and 102 TFEU and that they allow open, transparent and non-discriminatory participation on commercially reasonable terms by any manufacturer requesting membership of the pool. Without prejudice to the general applicability of Union competition rules to such pools, all members of a pool shall in particular ensure that neither data sharing nor information exchange may occur in the context of their pooling arrangement, except in respect of the following information:

- (a) the average specific emissions of CO₂;
- (b) the specific emissions target;
- (c) the total number of vehicles registered.

6. Paragraph 5 shall not apply where all the manufacturers included in the pool are part of the same group of connected manufacturers.

7. Except where notification is given under paragraph 3 of this Article, the manufacturers in a pool in respect of which information is filed with the Commission shall be considered as one manufacturer for the purposes of meeting their obligations under Article 4. Monitoring and reporting information in respect of individual manufacturers as well as any pools will be recorded, reported and made available in the central register referred to in Article 7(4).

▼B

8. The Commission may specify, by means of implementing acts, the detailed conditions that shall apply for a pooling arrangement set up pursuant to paragraph 5 of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16(2).

*Article 7***Monitoring and reporting of average emissions**

1. For each calendar year, each Member State shall record information for each new passenger car and each new light commercial vehicle registered in its territory in accordance with Parts A of Annexes II and III to this Regulation. That information shall be made available to the manufacturers and their designated importers or representatives in each Member State. Member States shall make every effort to ensure that reporting bodies operate in a transparent manner. Each Member State shall ensure that the specific emissions of CO₂ of passenger cars which are not type-approved in accordance with Regulation (EC) No 715/2007 are measured and recorded in the certificate of conformity.

2. By 28 February of each year, each Member State shall determine and transmit to the Commission the information listed in Parts A of Annexes II and III in respect of the preceding calendar year. The data shall be transmitted in accordance with the format specified in Part B of Annex II and Part C of Annex III.

3. On request from the Commission, a Member State shall also transmit the full set of data collected pursuant to paragraph 1.

4. The Commission shall keep a central register of the data reported by Member States under this Article, and by 30 June of each year, shall provisionally calculate the following for each manufacturer:

- (a) the average specific emissions of CO₂ in the preceding calendar year;
- (b) the specific emissions target in the preceding calendar year;
- (c) the difference between its average specific emissions of CO₂ in the preceding calendar year and its specific emissions target for that year.

The Commission shall notify each manufacturer of its provisional calculation for that manufacturer. The notification shall include data for each Member State on the number of new passenger cars and of new light commercial vehicles registered and their specific emissions of CO₂.

The register shall be publicly available.

5. Manufacturers may, within three months of being notified of the provisional calculation under paragraph 4, notify the Commission of any errors in the data, specifying the Member State in which they consider that the error occurred.

▼B

The Commission shall consider any notifications from manufacturers and shall, by 31 October, either confirm or amend the provisional calculations under paragraph 4.

6. Member States shall designate a competent authority for the collection and communication of the monitoring data in accordance with this Regulation and shall inform the Commission of the competent authority designated.

The designated competent authorities shall ensure the correctness and completeness of the data transmitted to the Commission, and shall provide a contact point that is to be available to respond quickly to requests from the Commission to address errors and omissions in the transmitted datasets.

▼M5

6a. Where the Commission finds that the provisional data submitted by Member States in accordance with paragraph 2, or the data notified by the manufacturers in accordance with paragraph 5, is based on incorrect data in the type-approval documentation or in the certificates of conformity, the Commission shall inform the type-approval authority or, where applicable, the manufacturer, and shall request the type-approval authority or, where applicable, the manufacturer to issue a statement of correction specifying the corrected data. The statement of correction shall be transmitted to the Commission and the corrected data shall be used to amend the provisional calculations under paragraph 4.

▼B

7. The Commission shall adopt, by means of implementing acts, detailed rules on the procedures for monitoring and reporting of data under paragraphs 1 to 6 of this Article, and on the application of Annexes II and III. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16(2).

8. The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to amend the data requirements and data parameters set out in Annexes II and III.

9. Type-approval authorities shall without delay report to the Commission deviations found in the CO₂ emissions of vehicles in-service as compared to the specific emissions of CO₂ indicated in the certificates of conformity as a result of verifications performed in accordance with Article 13.

The Commission shall take those deviations into account for the purpose of calculating the average specific emissions of CO₂ of a manufacturer.

The Commission shall adopt, by means of implementing acts, detailed rules on the procedures for reporting such deviations and for taking them into account in the calculation of the average specific emissions of CO₂. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16(2).

▼M5

▼M5*Article 7a***Life-cycle CO₂ emissions**

1. The Commission shall by 31 December 2025 publish a report setting out a methodology for the assessment and the consistent data reporting of the full life-cycle CO₂ emissions of passenger cars and light commercial vehicles that are placed on the Union market. The Commission shall submit that report to the European Parliament and to the Council.
2. By 31 December 2025, the Commission shall adopt delegated acts in accordance with Article 17 in order to supplement this Regulation by laying down a common Union methodology for the assessment and the consistent data reporting of the full life-cycle CO₂ emissions of passenger cars and light commercial vehicles.
3. From 1 June 2026, manufacturers may, on a voluntary basis, submit to the Commission the life-cycle CO₂ emissions data for new passenger cars and new light commercial vehicles using the methodology referred to in paragraph 2.

▼B*Article 8***Excess emissions premium**

1. In respect of each calendar year, the Commission shall impose an excess emissions premium on a manufacturer or pool manager, as appropriate, where a manufacturer's average specific emissions of CO₂ exceed its specific emissions target.
2. The excess emissions premium under paragraph 1 shall be calculated using the following formula:

$(\text{Excess emissions} \times \text{EUR } 95) \times \text{number of newly registered vehicles.}$

For the purposes of this Article, the following definitions shall apply:

- ‘excess emissions’ means the positive number of grams per kilometre by which a manufacturer's average specific emissions of CO₂, taking into account CO₂ emissions reductions due to innovative technologies approved in accordance with Article 11, exceeded its specific emissions target in the calendar year or part thereof to which the obligation under Article 4 applies, rounded to the nearest three decimal places, and
- ‘number of newly registered vehicles’ means the number of new passenger cars or new light commercial vehicles counted separately of which it is the manufacturer and which were registered in that period according to the phase-in criteria as set out in Article 4(3).

3. The Commission shall determine, by means of implementing acts, the means for collecting excess emissions premiums imposed under paragraph 1 of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16(2).

▼B

4. The amounts of the excess emissions premium shall be considered as revenue for the general budget of the Union.

*Article 9***Publication of performance of manufacturers**

1. By 31 October of each year, the Commission shall publish, by means of implementing acts, a list indicating:

- (a) for each manufacturer, its specific emissions target for the preceding calendar year;
- (b) for each manufacturer, its average specific emissions of CO₂ in the preceding calendar year;
- (c) the difference between the manufacturer's average specific emissions of CO₂ in the preceding calendar year and its specific emissions target in that year;
- (d) the average specific emissions of CO₂ for all new passenger cars and new light commercial vehicles registered in the Union in the previous calendar year;
- (e) the average mass in running order for all new passenger cars and new light commercial vehicles registered in the Union in the preceding calendar year until 31 December 2020;
- (f) the average test mass of all new passenger cars and new light commercial vehicles registered in the Union in the preceding calendar year.

2. The list published under paragraph 1 of this Article shall also indicate whether the manufacturer has complied with the requirements of Article 4 with respect to the preceding calendar year.

3. The list referred to in paragraph 1 of this Article shall, for the publication by 31 October 2022, also indicate the following:

- (a) the 2025 and 2030 EU fleet-wide targets referred to in Article 1(4) and (5), respectively, calculated by the Commission in accordance with points 6.1.1 and 6.1.2 of Parts A and B of Annex I;
- (b) the values for a_{2021} , a_{2025} and a_{2030} calculated by the Commission in accordance with points 6.2 of Parts A and B of Annex I.

*Article 10***Derogations for certain manufacturers**

1. An application for a derogation from the specific emissions target calculated in accordance with Annex I may be made by a manufacturer of fewer than 10 000 new passenger cars or 22 000 new light commercial vehicles registered in the Union per calendar year, and which:

▼B

- (a) is not part of a group of connected manufacturers; or
- (b) is part of a group of connected manufacturers that is responsible in total for fewer than 10 000 new passenger cars or 22 000 new light commercial vehicles registered in the Union per calendar year; or
- (c) is part of a group of connected manufacturers but operates its own production facilities and design centre.

2. ►**M5** A derogation applied for under paragraph 1 may be granted from the specific emissions targets applicable until and including the calendar year 2035. ◀ An application shall be made to the Commission and shall include:

- (a) the name of, and contact person for, the manufacturer;
- (b) evidence that the manufacturer is eligible for a derogation under paragraph 1;
- (c) details of the passenger cars or light commercial vehicles which it manufactures including the test mass and specific emissions of CO₂ of those passenger cars or light commercial vehicles; and
- (d) a specific emissions target consistent with its reduction potential, including the economic and technological potential to reduce its specific emissions of CO₂ and taking into account the characteristics of the market for the type of passenger car or light commercial vehicle manufactured.

3. Where the Commission considers that the manufacturer is eligible for a derogation applied for under paragraph 1 and is satisfied that the specific emissions target proposed by the manufacturer is consistent with its reduction potential, including the economic and technological potential to reduce its specific emissions of CO₂, and taking into account the characteristics of the market for the type of passenger car or light commercial vehicle manufactured, the Commission shall grant a derogation to the manufacturer.

The application shall be submitted at the latest by 31 October of the first year in which the derogation shall apply.

▼M5

4. An application for a derogation from the specific emissions target calculated in accordance with points 1 to 4 and 6.3 of Part A of Annex I may be made for the years until and including the calendar year 2028 by a manufacturer which is responsible, together with all of its connected undertakings, for between 10 000 and 300 000 new passenger cars registered in the Union per calendar year.

▼B

Such application may be made by a manufacturer in respect of itself or in respect of itself together with any of its connected undertakings. An application shall be made to the Commission and shall include:

- (a) all of the information referred to in points (a) and (c) of paragraph 2, including, where relevant, information about any connected undertakings;

▼B

- (b) in relation to applications referring to points 1 to 4 of Part A of Annex I, a target which is a 45 % reduction on the average specific emissions of CO₂ in 2007 or, where a single application is made in respect of a number of connected undertakings, a 45 % reduction on the average of those undertakings' average specific emissions of CO₂ in 2007;
- (c) in relation to applications referring to point 6.3 of Part A of Annex I to this Regulation, a target applicable in the calendar years 2025 to 2028 which is the reduction specified in point (a) of Article 1(4) of this Regulation on the target calculated in accordance with point (b) of this paragraph taking into account the CO₂ emissions measured pursuant to Regulation (EU) 2017/1151.

Where information on a manufacturer's average specific emissions of CO₂ does not exist for the year 2007, the Commission shall determine an equivalent reduction target based upon the best available CO₂ emissions reduction technologies deployed in passenger cars of comparable mass and taking into account the characteristics of the market for the type of car manufactured. That target shall be used by the applicant for the purposes of point (b) of the second subparagraph.

The Commission shall grant a derogation to the manufacturer where it is demonstrated that the criteria for the derogation referred to in this paragraph have been met.

5. A manufacturer which is subject to a derogation in accordance with this Article shall notify the Commission immediately of any change which affects or may affect its eligibility for a derogation.

6. Where the Commission considers, whether on the basis of a notification under paragraph 5 or otherwise, that a manufacturer is no longer eligible for the derogation, it shall revoke the derogation with effect from 1 January of the next calendar year and shall notify the manufacturer thereof.

7. Where the manufacturer does not attain its specific emissions target, the Commission shall impose the excess emissions premium on the manufacturer, as set out in Article 8.

8. The Commission is empowered to adopt delegated acts in accordance with Article 17 laying down rules to supplement paragraphs 1 to 7 of this Article, as regards the interpretation of the eligibility criteria for derogations, the content of the applications, and the content and assessment of programmes for the reduction of specific emissions of CO₂.

The Commission is also empowered to adopt delegated acts in accordance with Article 17 to amend Part A of Annex I for the purpose of setting out the calculation formulae of the derogation targets referred to in point (c) of the second subparagraph of paragraph 4 of this Article.

▼B

9. Applications for a derogation, including the information supporting it, notifications under paragraph 5, revocations under paragraph 6, any imposition of an excess emissions premium under paragraph 7 and measures adopted pursuant to paragraph 8, shall be made publicly available, subject to Regulation (EC) No 1049/2001 of the European Parliament and of the Council ⁽¹⁾.

*Article 11***Eco-innovation****▼M5**

1. Upon application by a supplier or a manufacturer, CO₂ savings achieved through the use of innovative technologies or a combination of innovative technologies ('innovative technology packages') shall be considered.

Such technologies shall be taken into consideration only if the methodology used to assess them is capable of producing verifiable, repeatable and comparable results.

The total contribution of those technologies to reducing the average specific emissions of CO₂ of a manufacturer may be up to:

- 7 g CO₂/km until 2024;
- 6 g CO₂/km from 2025 until 2029;
- 4 g CO₂/km from 2030 until and including 2034.

The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to amend this Regulation by adjusting downwards the values of the cap referred to in the third subparagraph of this paragraph with effect from 2025 onwards to take into account technological developments while ensuring a balanced proportion of the level of that cap in relation to the average specific emissions of CO₂ of manufacturers.

▼B

2. The Commission shall adopt, by means of implementing acts, detailed provisions for a procedure to approve the innovative technologies or innovative technology packages referred to in paragraph 1 of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16 (2). Those detailed provisions shall be based on the following criteria for innovative technologies:

- (a) the supplier or manufacturer must be accountable for the CO₂ savings achieved through the use of the innovative technologies;
- (b) the innovative technologies must make a verified contribution to CO₂ reduction;
- (c) the innovative technologies must not be covered by the standard test cycle CO₂ measurement;

⁽¹⁾ Regulation (EC) No 1049/2001 of the European Parliament and of the Council of 30 May 2001 regarding public access to European Parliament, Council and Commission documents (OJ L 145, 31.5.2001, p. 43).

▼B

- (d) the innovative technologies must not:
- (i) be covered by mandatory provisions due to complementary additional measures complying with the 10 g CO₂/km reduction referred to in Article 1(3); or
 - (ii) be mandatory under other provisions of Union law.

With effect from 1 January 2025, the criterion referred to in point (d)(i) of the first subparagraph shall not apply with regard to efficiency improvements for air conditioning systems.

3. A supplier or a manufacturer that applies for a measure to be approved as an innovative technology or innovative technology package shall submit a report, including a verification report undertaken by an independent and certified body, to the Commission. In the event of a possible interaction of the measure with another innovative technology or innovative technology package already approved, that report shall mention that interaction and the verification report shall evaluate to what extent that interaction modifies the reduction achieved by each measure.

4. The Commission shall attest the reduction achieved on the basis of the criteria set out in paragraph 2.

Article 12

Real-world CO₂ emissions and fuel or energy consumption

1. The Commission shall monitor and assess the real-world representativeness of the CO₂ emissions and fuel or energy consumption values determined pursuant to Regulation (EC) No 715/2007.

Furthermore, the Commission shall regularly collect data on the real-world CO₂ emissions and fuel or energy consumption of passenger cars and light commercial vehicles using on-board fuel and/or energy consumption monitoring devices, starting with new passenger cars and new light commercial vehicles registered in 2021.

The Commission shall ensure that the public is informed of how that real-world representativeness evolves over time.

2. For the purpose referred to in paragraph 1, starting from 1 January 2021, the Commission shall ensure that the following parameters relating to real-world CO₂ emissions and fuel or energy consumption of passenger cars and light commercial vehicles are made available at regular intervals to it, from manufacturers, national authorities or through direct data transfer from vehicles, as the case may be:

- (a) vehicle identification number;
- (b) fuel and/or electric energy consumed;
- (c) total distance travelled;

▼B

- (d) for externally chargeable hybrid electric vehicles, the fuel and electric energy consumed and the distance travelled distributed over the different driving modes;
- (e) other parameters necessary to ensure that the obligations set out in paragraph 1 can be met.

The Commission shall process the data received under the first subparagraph to create anonymised and aggregated datasets, including per manufacturer, for the purposes of paragraph 1. The vehicle identification numbers shall be used only for the purpose of that data processing and shall not be retained longer than needed for that purpose.

▼M5

3. In order to prevent the real-world emissions gap from growing, the Commission shall, no later than 1 June 2023, assess how real-world fuel and energy consumption data collected pursuant to Commission Implementing Regulation (EU) 2021/392 ⁽¹⁾ may be used to ensure that the vehicle CO₂ emissions and fuel or energy consumption values determined pursuant to Regulation (EC) No 715/2007 remain representative of real-world emissions over time for each manufacturer.

The Commission shall monitor and report annually on how the gap referred to in the first subparagraph evolves from 2021 onwards and shall, as soon as sufficient data is available, and no later than 31 December 2026, publish a report setting out a methodology for a mechanism to adjust the average specific emissions of CO₂ of the manufacturer as of 2030 using real-world data collected pursuant to Implementing Regulation (EU) 2021/392, and assessing the feasibility of such a mechanism.

The Commission shall submit that report to the European Parliament and to the Council, including, where appropriate, proposals for follow-up measures, such as legislative proposals to put such a mechanism in place.

▼B

4. The Commission shall adopt, by means of implementing acts, the detailed procedure for collecting and processing the data referred to in paragraph 2 of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16 (2).

*Article 13***Verification of the CO₂ emissions of vehicles in-service**

1. Manufacturers shall ensure that the CO₂ emission and fuel consumption values recorded in the certificates of conformity correspond to the CO₂ emissions from, and fuel consumption of, vehicles in-service as determined in accordance with Regulation (EU) 2017/1151.

⁽¹⁾ 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).

▼B

2. Following the entry into force of the procedures referred to in the first subparagraph of paragraph 4, type-approval authorities shall verify for those vehicle families for which they are responsible for the type-approval, on the basis of appropriate and representative vehicle samples, that the CO₂ emission and fuel consumption values recorded in the certificates of conformity correspond to the CO₂ emissions from, and fuel consumption of, vehicles in-service as determined in accordance with Regulation (EU) 2017/1151 while considering, inter alia, available data from on-board fuel and/or energy consumption monitoring devices.

Type-approval authorities shall also verify the presence of any strategies on board or relating to the sampled vehicles that artificially improve the vehicle's performance in the tests performed for the purpose of type-approval by, inter alia, using data from on-board fuel and/or energy consumption monitoring devices.

3. Where a lack of correspondence of CO₂ emission and fuel consumption values or the presence of any strategies artificially improving a vehicle's performance is found as a result of the verifications performed pursuant to paragraph 2, the responsible type-approval authority shall, in addition to taking the necessary measures set out in Chapter XI of Regulation (EU) 2018/858, ensure the correction of the certificates of conformity. ►**M5** Where the data in the type-approval documentation may not be corrected under Regulation (EU) 2018/858, the responsible type-approval authority shall issue a statement of correction with the corrected data and transmit that statement to the Commission and the parties concerned. ◀

4. The Commission shall determine, by means of implementing acts, the procedures for performing the verifications referred to in paragraph 2 of this Article. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16(2).

The Commission is empowered, prior to adopting the implementing acts referred to in the first subparagraph of this paragraph, to adopt a delegated act in accordance with Article 17 in order to supplement this Regulation by setting out the guiding principles and criteria for defining the procedures referred to in the first subparagraph of this paragraph.

Article 14

Adjustment of M₀ and TM₀ values

1. The M₀ and TM₀ values referred to in Parts A and B of Annex I shall be adjusted as follows:

- (a) by 31 October 2020, the M₀ value in point 4 of Part A of Annex I shall be adjusted to the average mass in running order of all new passenger cars registered in 2017, 2018, and 2019. That new M₀ value shall apply from 1 January 2022 until 31 December 2024;

▼B

- (b) by 31 October 2022, the M_0 value in point 4 of Part B of Annex I shall be adjusted to the average mass in running order of all new light commercial vehicles registered in 2019, 2020 and 2021. That new M_0 value shall apply in 2024;
- (c) by 31 October 2022, the indicative TM_0 value for 2025 shall be determined as the respective average test mass of all new passenger cars and new light commercial vehicles registered in 2021;
- (d) by 31 October 2024, and every second year thereafter, the TM_0 value in point 6.2 of Parts A and B of Annex I shall be adjusted to the respective average test mass of all new passenger cars and new light commercial vehicles registered in the preceding two calendar years, starting with 2022 and 2023. The new TM_0 values shall apply from 1 January of the calendar year following the date of the adjustment.

▼M5

- 2. The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to amend Annex I as provided for in paragraph 1 of this Article.

*Article 14a***Progress report**

1. By 31 December 2025, and every two years thereafter, the Commission shall submit a report to the European Parliament and to the Council on the progress towards zero-emission road mobility. The report shall in particular monitor and assess the need for possible additional measures to facilitate a just transition, including through financial means.

2. In the report, the Commission shall consider all factors that contribute to a cost-efficient progress towards climate neutrality by 2050, including:

- (a) progress in the deployment of zero- and low-emission vehicles, in particular in the light commercial vehicles segment, as well as the measures at Union, Member State and local level to facilitate Member States' transition to zero- emission light-duty vehicles;
- (b) progress in the energy efficiency and affordability of zero- and low-emission vehicles;
- (c) the impacts on consumers, particularly on low- and medium-income households, including on electricity prices;
- (d) analysis of the market for second-hand vehicles;

▼ **M5**

- (e) the potential contribution in terms of CO₂ savings of additional measures aimed to lower the average age and thus the emissions of the light-duty vehicles fleet, such as measures to support the phase out of older vehicles in a socially just and environmentally sound manner;
- (f) impacts on employment in the automotive sector, especially on micro, small and medium-sized enterprises (SMEs), and the effectiveness of measures to support retraining and upskilling of the workforce;
- (g) the effectiveness of existing financial measures and the need for further action, including adequate financial measures, at Union, Member State or local level to ensure a just transition and to mitigate any negative socioeconomic impacts, in particular in the regions and the communities most affected;
- (h) progress in social dialogue, as well as aspects to further facilitate an economically viable and socially fair transition towards zero-emission road mobility;
- (i) progress in the roll-out of public and private recharging and refuelling infrastructure, including progress under a Regulation of the European Parliament and of the Council on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council and a recast of Directive 2010/31/EU of the European Parliament and of the Council ⁽¹⁾;
- (j) the potential contribution of innovation technologies and sustainable alternative fuels, including synthetic fuels, to reach climate neutral mobility;
- (k) life-cycle emissions of new passenger cars and new light commercial vehicles placed on the market, as reported in accordance with Article 7a;
- (l) the impact of this Regulation on the achievement of the Member States' targets under Regulation (EU) 2018/842 and a recast of Directive 2008/50/EC of the European Parliament and of the Council ⁽²⁾.

⁽¹⁾ Directive 2010/31/EU of the European Parliament and of the Council of 19 May 2010 on the energy performance of buildings (OJ L 153, 18.6.2010, p. 13).

⁽²⁾ Directive 2008/50/EC of the European Parliament and of the Council of 21 May 2008 on ambient air quality and cleaner air for Europe (OJ L 152, 11.6.2008, p. 1).

▼M5

3. At the date of submission of the first progress report referred to in paragraph 1, the Commission shall also, in cooperation with Member States and all relevant stakeholders, submit a report to the European Parliament and to the Council which includes an analysis to identify any funding gaps in ensuring a just transition in the automotive supply chain, with particular attention for SMEs and the regions that are most affected by the transition. The report shall, where appropriate, be accompanied by proposals for adequate financial measures to address the needs identified.

▼B*Article 15***Review and report****▼M5**

1. The Commission shall, in 2026, review the effectiveness and impact of this Regulation, building on the two-yearly reporting, and submit a report to the European Parliament and to the Council with the result of the review. The Commission shall in particular assess progress made under this Regulation towards achieving the reduction targets set out in Article 1(5a), taking into account the technological developments, including as regards plug-in hybrid technologies, and the importance of an economically viable and socially fair transition towards zero-emission mobility. Based on that assessment, the Commission shall assess the need to review the targets set out in Article 1(5a). The Commission shall also assess the impacts of establishing minimum energy efficiency thresholds for new zero-emission passenger cars and light commercial vehicles placed on the Union market.

The report shall, where appropriate, be accompanied by a proposal to amend this Regulation.

6. By 31 December 2024, the Commission shall review Directive 1999/94/EC considering the need to provide consumers with accurate, robust and comparable information on the fuel and energy consumption, CO₂ emissions and air pollutant emissions of new passenger cars placed on the market, including under real-world conditions, as well as evaluate the options for introducing a fuel economy and CO₂ emissions label for new light commercial vehicles.

The review shall, where appropriate, be accompanied by a legislative proposal.

▼B

7. The Commission shall, by means of implementing acts, determine the correlation parameters necessary in order to reflect any change in the regulatory test procedure for the measurement of specific emissions of CO₂ referred to in Regulations (EC) No 715/2007 and (EC) No 692/2008 and, where applicable, Regulation (EU) 2017/1151. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16(2) of this Regulation.

▼B

8. The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to amend this Regulation by adapting the formulae set out in Annex I, using the methodology adopted pursuant to paragraph 7 of this Article, while ensuring that reduction requirements of comparable stringency for manufacturers and vehicles of different utility are required under the old and new test procedures.

▼M5

9. The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to amend the formulae set out in Part B of Annex I, where such amendments are necessary in order to take into account the procedure for multi-stage N₁ vehicles set out in Part A of Annex III.

▼B*Article 16***Committee procedure**

1. The Commission shall be assisted by the Climate Change Committee referred to in point (a) of Article 44(1) of Regulation (EU) 2018/1999 of the European Parliament and of the Council ⁽¹⁾. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.

2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.

3. Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.

*Article 17***Exercise of the delegation**

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.

2. The power to adopt delegated acts referred to in ►**M5** Article 7(8), Article 7a(2), Article 10(8), Article 11(1), fourth subparagraph, Article 13(4), Article 14(2) and Article 15(8) and (9) ◄ shall be conferred on the Commission for a period of six years from 15 May 2019. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the six-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

⁽¹⁾ Regulation (EU) 2018/1999 of the European Parliament and of the Council of 11 December 2018 on the Governance of the Energy Union and Climate Action, amending Regulations (EC) No 663/2009 and (EC) No 715/2009 of the European Parliament and of the Council, Directives 94/22/EC, 98/70/EC, 2009/31/EC, 2009/73/EC, 2010/31/EU, 2012/27/EU and 2013/30/EU of the European Parliament and of the Council, Council Directives 2009/119/EC and (EU) 2015/652 and repealing Regulation (EU) No 525/2013 of the European Parliament and of the Council (OJ L 328, 21.12.2018, p. 1).

▼B

3. The delegation of power referred to in ►**M5** Article 7(8), Article 7a(2), Article 10(8), Article 11(1), fourth subparagraph, Article 13(4), Article 14(2) and Article 15(8) and (9) ◀ may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the *Official Journal of the European Union* or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making.

5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.

6. A delegated act adopted pursuant to ►**M5** Article 7(8), Article 7a(2), Article 10(8), Article 11(1), fourth subparagraph, Article 13(4), Article 14(2) and Article 15(8) and (9) ◀ shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and to the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

*Article 18***Repeal**

Regulations (EC) No 443/2009 and (EU) No 510/2011 are repealed with effect from 1 January 2020.

References to the repealed Regulations shall be construed as references to this Regulation and shall be read in accordance with the correlation table in Annex V.

*Article 19***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*.

It shall apply from 1 January 2020.

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

▼B*ANNEX I*

PART A

SPECIFIC EMISSIONS TARGETS FOR PASSENGER CARS

1. For the calendar year 2020, the specific emissions of CO₂ for each new passenger car shall, for the purposes of the calculations in this point and in point 2, be determined in accordance with the following formula:

$$\text{Specific emissions of CO}_2 = 95 + a \cdot (M - M_0)$$

where:

M = Mass in running order of the vehicle in kilograms (kg)

$$M_0 = 1\,379,88$$

$$a = 0,0333$$

2. The specific emissions target for a manufacturer in 2020 shall be calculated as the average of the specific emissions of CO₂ determined according to point 1, of each new passenger car registered in that calendar year of which it is the manufacturer.
3. The specific emissions reference target for a manufacturer in 2021 shall be calculated as follows:

$$\text{WLTP specific emissions reference target} = \text{WLTP}_{\text{CO}_2} \cdot \left(\frac{\text{NEDC}_{2020\text{target}}}{\text{NEDC}_{\text{CO}_2}} \right)$$

where:

$\text{WLTP}_{\text{CO}_2}$ is the average specific emissions of CO₂ in 2020 determined in accordance with Annex XXI to Regulation (EU) 2017/1151 and calculated in accordance with the second indent of Article 4(3) of this Regulation, without including CO₂ savings resulting from the application of Articles 5 and 11 of this Regulation;

$\text{NEDC}_{\text{CO}_2}$ is the average specific emissions of CO₂ in 2020 determined in accordance with Implementing Regulation (EU) 2017/1153 and calculated in accordance with the second indent of Article 4(3) of this Regulation, without including CO₂ savings resulting from the application of Articles 5 and 11 of this Regulation;

$\text{NEDC}_{2020\text{target}}$ is the 2020 specific emissions target calculated in accordance with points 1 and 2.

▼M3

- 3a. For a manufacturer for which $\text{WLTP}_{\text{CO}_2}$ or $\text{NEDC}_{\text{CO}_2}$ is zero, the specific emission reference target in 2021 shall be $\text{NEDC}_{2020\text{target}}$ as defined in point 3.
- 3b. For a manufacturer that is placing passenger cars on the market of the Union for the first time in any of the calendar years 2021 to 2024, the specific emission reference target in 2021 shall be the average of the specific emissions reference targets determined for all manufacturers in accordance with point 3, weighted according to the number of new passenger cars that were registered for those manufacturers in the Union in 2020.

▼ M3

- 3c. Notwithstanding point 3b, where in any of the calendar years 2021 to 2024, a manufacturer is placing passenger cars on the market of the Union for the first time, but that manufacturer was formed by a merger of two or more manufacturers of which at least one was responsible for new passenger cars registered in the Union in 2020, the specific emission reference target in 2021 for the new manufacturer shall be one of the following:
- (a) where two or more of the merging manufacturers were responsible for new passenger cars registered in the Union in 2020, the specific emission reference target in 2021 shall be the average of the specific emission reference targets determined for those manufacturers in accordance with point 3, weighted according to the number of new passenger cars that were registered for those manufacturers in the Union in 2020;
 - (b) where only one of the merging manufacturers was responsible for new passenger cars registered in the Union in 2020, the specific emission reference target in 2021 determined in accordance with point 3 for that manufacturer.

▼ M6

- 3d. For a pool formed in accordance with Article 6, the WLTP specific emissions reference target shall be determined on the basis of the $WLTP_{CO_2}$, $NEDC_{CO_2}$ and $NEDC_{2020target}$ values calculated for that pool as a whole.

In case of a pool newly formed in the years 2021 to 2024 or a change in membership of a pool that existed in 2020, the WLTP specific emissions reference target shall be calculated on the basis of the $WLTP_{CO_2}$, $NEDC_{CO_2}$ and $NEDC_{2020target}$ values for the new pool as a whole.

▼ B

4. For the calendar years 2021 to 2024, the specific emissions target for a manufacturer shall be calculated as follows:

$$\text{Specific emissions target} = WLTP_{\text{reference target}} + a [(M_o - M_0) - (M_{o2020} - M_{0,2020})]$$

where:

$WLTP_{\text{reference target}}$ is the 2021 WLTP specific emissions reference target calculated in accordance with point 3;

a is 0,0333;

M_o is the average of the mass in running order (M) of the new passenger cars of the manufacturer registered in the relevant target year in kilograms (kg);

▼ M4

M_0 is 1 379,88 in 2021 and 1 398,50 in 2022, 2023 and 2024;

▼ B

M_{o2020} is the average of the mass in running order (M) of the new passenger cars of the manufacturer registered in 2020 in kilograms (kg);

$M_{0,2020}$ is 1 379,88.

▼ **M3**

5. Derogation targets in accordance with Article 10(3) or 10(4)
- (a) For a manufacturer that has been granted a derogation in accordance with Article 10(3) from its NEDC based specific emissions target in calendar year 2021, or a derogation in accordance with Article 10(4) from its specific emission targets in any of the calendar years 2021 to 2024, the WLTP based derogation target for those years shall be calculated as follows:

$$\text{Derogation target} = \text{WLTP}_{\text{CO}_2} \cdot \left(\frac{\text{NEDC}_{\text{derogation target}}}{\text{NEDC}_{\text{CO}_2}} \right)$$

Where:

$\text{WLTP}_{\text{CO}_2}$ is $\text{WLTP}_{\text{CO}_2}$ as defined in point 3;

$\text{NEDC}_{\text{CO}_2}$ is $\text{NEDC}_{\text{CO}_2}$ as defined in point 3;

$\text{NEDC}_{\text{derogation target}}$ is the derogation target granted by the Commission pursuant to Article 10(3) or 10(4) as the case may be.

- (b) Notwithstanding point (a), where a manufacturer is granted a derogation in accordance with Article 10(4) from the specific emission targets in any of the calendar years 2021 to 2024, but was not responsible for the registration of new passenger cars in the Union prior to 2021, the derogation target for any of those calendar years shall be calculated in accordance with the formula in point (a), where the following definitions shall apply:

$\text{WLTP}_{\text{CO}_2}$ is the average value across all individual manufacturers, weighted by the number of new passenger cars registered in 2020, of $\text{WLTP}_{\text{CO}_2}$ as defined in point 3;

$\text{NEDC}_{\text{CO}_2}$ is the average value across all individual manufacturers, weighted by the number of new passenger cars registered in 2020, of $\text{NEDC}_{\text{CO}_2}$ as defined in point 3;

$\text{NEDC}_{\text{derogation target}}$ is the derogation target calculated in accordance with Article 10(4), in conjunction with Article 6(3) of Regulation (EU) No 63/2011.

▼ **M6**

- (c) For a manufacturer that has been granted a derogation in accordance with Article 10(4) for any of the calendar years from 2025 to 2028, the specific emissions target (Derogation target₂₀₂₅₋₂₀₂₈) shall be calculated as follows:

$$\text{Derogation target}_{2025-2028} = \frac{\text{WLTP}_{\text{CO}_2, \text{measured}}}{\text{WLTP}_{\text{CO}_2}} \cdot \frac{\text{WLTP}_{\text{CO}_2, \text{ind}}}{\text{NEDC}_{\text{CO}_2, \text{ind}}} \cdot \text{Target}_{2021} \cdot (1 - \text{reduction factor}_{2025})$$

For such a manufacturer that was not responsible for the registration of new passenger cars in 2020 or for which $\text{WLTP}_{\text{CO}_2}$ as defined in point 3 or $\text{NEDC}_{\text{CO}_2}$ as defined in point 3 is zero, the specific emissions target (Derogation target₂₀₂₅₋₂₀₂₈) shall be calculated as follows:

$$\text{Derogation target}_{2025-2028} = \frac{\text{WLTP}_{\text{CO}_2, \text{measured}}}{\text{NEDC}_{\text{CO}_2}} \cdot \text{Target}_{2021} \cdot (1 - \text{reduction factor}_{2025})$$

▼ M6

Where:

$WLTP_{CO_2,measured}$	is the average value across all individual manufacturers for which a specific emissions target applies in accordance with point 4, weighted by the number of new passenger cars registered in 2020, of $WLTP_{CO_2,measured}$ as defined in point 6.0;
$WLTP_{CO_2}$	is the average value across all individual manufacturers for which a specific emissions target applies in accordance with point 4, weighted by the number of new passenger cars registered in 2020, of $WLTP_{CO_2}$ as defined in point 3;
$NEDC_{CO_2}$	is the average value across all individual manufacturers for which a specific emissions target applies in accordance with point 4, weighted by the number of new passenger cars registered in 2020, of $NEDC_{CO_2}$ as defined in point 3;
$WLTP_{CO_2,ind}$	is equal to $WLTP_{CO_2}$ as defined in point 3;
$NEDC_{CO_2,ind}$	is equal to $NEDC_{CO_2}$ as defined in point 3;
reduction factor ₂₀₂₅	is the reduction referred to in Article 1 (4), point (a);
Target ₂₀₂₁	is a 45 % reduction on the average specific emissions of CO ₂ in 2007 of that manufacturer.

▼ B

6. From 1 January 2025, the EU fleet-wide targets and the specific emissions targets for a manufacturer shall be calculated as follows:

6.0. EU fleet-wide target₂₀₂₁

EU fleet-wide target₂₀₂₁ is the average, weighted by the number of new passenger cars registered in 2021, of the reference-values₂₀₂₁ determined for each individual manufacturer for which a specific emissions target applies in accordance with point 4.

The reference-value₂₀₂₁ shall be determined, for each manufacturer, as follows:

$$\text{reference - value}_{2021} = WLTP_{CO_2,measured} \cdot \left(\frac{NEDC_{2020,Fleet Target}}{NEDC_{CO_2}} \right) + a(M_{e2021} - M_{0,2021})$$

where:

$WLTP_{CO_2,measured}$	is the average, for each manufacturer, of the measured CO ₂ emissions combined of each new passenger car registered in 2020, as determined and reported in accordance with Article 7a of Implementing Regulation (EU) 2017/1153;
$NEDC_{2020,Fleet Target}$	is 95 g/km;
$NEDC_{CO_2}$	is as defined in point 3;
M_{e2021}	is the average of the mass in running order of the new passenger cars of the manufacturer registered in 2021 in kilograms (kg);
$M_{0,2021}$	is the average mass in running order in kilograms (kg) of all new passenger cars registered in 2021 of those manufacturers for which a specific emissions target applies in accordance with point 4;
a	is as defined in point 4.

▼B6.1. ►**M5** EU fleet-wide targets for 2025 onwards ◀

6.1.1. EU fleet-wide target for 2025 to 2029

$$\text{EU fleet-wide target}_{2025} = \text{EU fleet-wide target}_{2021} \cdot (1 - \text{reduction factor}_{2025})$$

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

reduction factor₂₀₂₅ is the reduction specified in point (a) of Article 1(4).

6.1.2. ►**M5** EU fleet-wide target for 2030 to 2034 ◀

$$\text{EU fleet-wide target}_{2030} = \text{EU fleet-wide target}_{2021} \cdot (1 - \text{reduction factor}_{2030})$$

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

reduction factor₂₀₃₀ is the reduction specified in point (a) of Article 1(5).

▼M5

6.1.3 EU fleet-wide target for 2035 onwards

$$\text{EU fleet-wide target}_{2035} = \text{EU fleet-wide target}_{2021} \cdot (1 - \text{reduction factor}_{2035})$$

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

reduction factor₂₀₃₅ is as defined in Article 1(5a), point (a).

▼B6.2. ►**M5** Specific emissions reference targets ◀

6.2.1. Specific emissions reference targets for 2025 to 2029

$$\text{The specific emissions reference target} = \text{EU fleet-wide target}_{2025} + a_{2025} \cdot (\text{TM} - \text{TM}_0)$$

where:

EU fleet-wide target₂₀₂₅ is as determined in accordance with point 6.1.1;

$$a_{2025} \text{ is } \frac{a_{2021} \cdot \text{EU fleet-wide target}_{2025}}{\text{Average emissions}_{2021}}$$

where:

a_{2021} is the slope of the best fitting straight line established by applying the linear least squares fitting method to the test mass (independent variable) and the specific emissions of CO₂ (dependent variable) of each new passenger car registered in 2021;

▼ B

average emissions ₂₀₂₁	is the average of the specific emissions of CO ₂ of all new passenger cars registered in 2021 of those manufacturers for which a specific emissions target is calculated in accordance with point 4;
TM	is the average test mass in kilograms (kg) of all new passenger cars of the manufacturer registered in the relevant calendar year;

▼ M8

TM ₀	is 1 650,15 kg in 2025 and 2026 and the value in kilograms (kg) determined in accordance with Article 14(1), point (d), in the other calendar years.
-----------------	--

▼ M5

6.3 Specific emissions targets for 2025 onwards

6.3.1 Specific emissions targets for 2025 to 2029:

Specific emissions target = specific emissions reference target · ZLEV factor

where:

specific emissions reference target is the specific emissions reference target of CO₂ determined in accordance with point 6.2.1;

ZLEV factor is $(1 + y - x)$, unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be;

where:

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of new passenger cars calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as ZLEV_{specific} in accordance with the following formula, divided by the total number of new passenger cars registered in the relevant calendar year:

$$\text{ZLEV}_{\text{specific}} = 1 - \left(\frac{\text{specific emissions of CO}_2 \cdot 0,7}{50} \right)$$

For new passenger cars registered in Member States with a share of zero- and low-emission vehicles in their fleet below 60 % of the Union average in the year 2017 and with less than 1 000 new zero- and low-emission vehicles registered in the year 2017 ⁽¹⁾, ZLEV_{specific} shall, until and including 2029, be calculated in accordance with the following formula:

$$\text{ZLEV}_{\text{specific}} = \left(1 - \left(\frac{\text{specific emissions of CO}_2 \cdot 0,7}{50} \right) \right) \cdot 1,85$$

⁽¹⁾ The share of zero- and low-emission vehicles in the new passenger car fleet of a Member State in 2017 is calculated as the total number of new zero- and low-emission vehicles registered in 2017 divided by the total number of new passenger cars registered in the same year.

▼ M5

Where the share of zero- and low-emission vehicles in a Member State's fleet of new passenger cars registered in a year between 2025 and 2028 exceeds 5 %, that Member State shall not be eligible for the application of the multiplier of 1,85 in the subsequent years;

x is 25 % in the years 2025 to 2029.

6.3.2 Specific emissions targets for 2030 to 2034

Specific emissions target = EU fleet-wide target₂₀₃₀ + a₂₀₃₀ · (TM-TM₀)

where:

EU fleet-wide target₂₀₃₀ is as determined in accordance with point 6.1.2;

a₂₀₃₀ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{average emissions}_{2021}}$

where:

a₂₀₂₁ is as defined in point 6.2.1

average emissions₂₀₂₁ is as defined in point 6.2.1

TM is as defined in point 6.2.1

TM₀ is as defined in point 6.2.1

6.3.3 Specific emissions targets for 2035 onwards

Specific emissions target = EU fleet-wide target₂₀₃₅ + a₂₀₃₅ · (TM-TM₀)

where:

EU fleet-wide target₂₀₃₅ is as determined in accordance with point 6.1.3;

a₂₀₃₅ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{average emissions}_{2021}}$

where:

a₂₀₂₁ is as defined in point 6.2.1

average emissions₂₀₂₁ is as defined in point 6.2.1

TM is as defined in point 6.2.1

TM₀ is as defined in point 6.2.1.

▼B

PART B

SPECIFIC EMISSIONS TARGETS FOR LIGHT COMMERCIAL VEHICLES

1. For the calendar year 2020, the specific emissions of CO₂ for each new light commercial vehicle shall, for the purposes of the calculations in this point and in point 2, be determined in accordance with the following formula:

$$\text{Specific emissions of CO}_2 = 147 + a \cdot (M - M_0)$$

where:

M = Mass in running order of the vehicle in kilograms (kg)

$$M_0 = 1\,766,4$$

$$a = 0,096$$

2. The specific emissions target for a manufacturer in 2020 shall be calculated as the average of the specific emissions of CO₂ determined according to point 1 of each new light commercial vehicle registered in that calendar year of which it is the manufacturer.

3. The specific emissions reference target for a manufacturer in 2021 shall be calculated as follows:

$$\text{WLTP specific emissions reference target} = \text{WLTP}_{\text{CO}_2} \cdot \left(\frac{\text{NEDC}_{2020\text{target}}}{\text{NEDC}_{\text{CO}_2}} \right)$$

where:

WLTP_{CO₂} is the average specific emissions of CO₂ in 2020 determined in accordance with Annex XXI to Regulation (EU) 2017/1151 without including CO₂ savings resulting from the application of Article 11 of this Regulation;

NEDC_{CO₂} is the average specific emissions of CO₂ in 2020 determined in accordance with Implementing Regulation (EU) 2017/1152, without including CO₂ savings resulting from the application of Article 11 of this Regulation;

NEDC_{2020target} is the 2020 specific emissions target calculated in accordance with points 1 and 2.

▼M3

- 3a. For a manufacturer for which WLTP_{CO₂} or NEDC_{CO₂} is zero, the specific emission reference target in 2021 shall be NEDC_{2020target} as defined in point 3.
- 3b. For a manufacturer that is placing light commercial vehicles on the market of the Union for the first time in any of the calendar years 2021 to 2024, the specific emission reference target in 2021 shall be the average of the specific emissions reference targets determined for all manufacturers in accordance with point 3, weighted according to the number of new light commercial vehicles that were registered for those manufacturers in the Union in 2020.

▼ M3

- 3c. Notwithstanding point 3b, where in any of the calendar years 2021 to 2024, a manufacturer is placing light commercial vehicles on the market of the Union for the first time, but that manufacturer was formed by a merger of two or more manufacturers of which at least one was responsible for new light commercial vehicles registered in the Union in 2020, the specific emission reference target in 2021 for the new manufacturer shall be one of the following:
- (a) where two or more of the merging manufacturers were responsible for new light commercial vehicles registered in the Union in 2020, the specific emission reference target in 2021 shall be the average of the specific emission reference targets determined for those manufacturers in accordance with point 3, weighted according to the number of new light commercial vehicles that were registered for those manufacturers in the Union in 2020;
 - (b) where only one of the merging manufacturers was responsible for new light commercial vehicles registered in the Union in 2020, the specific emission reference target in 2021 determined in accordance with point 3 for that manufacturer.

▼ M6

- 3d. For a pool formed in accordance with Article 6, the WLTP specific emissions reference target shall be determined on the basis of the $WLTP_{CO_2}$, $NEDC_{CO_2}$ and $NEDC_{2020target}$ values calculated for that pool as a whole.

In case of a pool newly formed in the years 2021 to 2024 or a change in membership of a pool that existed in 2020, the WLTP specific emissions reference target shall be calculated on the basis of the $WLTP_{CO_2}$, $NEDC_{CO_2}$ and $NEDC_{2020target}$ values for the new pool as a whole.

▼ B

4. For the calendar years 2021 to 2024, the specific emissions target for a manufacturer shall be calculated as follows:

$$\text{Specific emissions target} = WLTP_{\text{reference target}} + a [(M_o - M_0) - (M_{o2020} - M_{0,2020})]$$

where:

$WLTP_{\text{reference target}}$ is the 2021 WLTP specific emissions reference target calculated in accordance with point 3;

a is 0,096;

▼ M1

M_o is the average of the mass (M) of the new light commercial vehicles of the manufacturer registered in the relevant target year in kilograms (kg):

where:

— in the case of a complete vehicle, M is the mass in running order of that vehicle

— in the case of a complete base vehicle related to a completed vehicle, M is the mass in running order of that base vehicle

— in the case of an incomplete base vehicle related to a completed vehicle, M is the monitoring mass (M_{mon}) of that base vehicle, determined in accordance with the following formula:

▼M1

$$M_{\text{mon}} = \text{MRO}_{\text{base}} \times B_0$$

where:

MRO_{base} is the mass in running order of the base vehicle concerned

B_0 is as defined in point 1.2.4(a) of Part A of Annex III;

▼M7

M_0 is 1 766,4 in 2020, 1 825,23 in 2021, 2022 and 2023, and 1 875,07 in 2024;

▼B

$M_{\text{e}2020}$ is the average of the mass in running order (M) of the new light commercial vehicles of the manufacturer registered in 2020 in kilograms (kg);

$M_{0,2020}$ is 1 766,4.

5. For a manufacturer that has been granted a derogation with regard to a specific NEDC based emissions target in 2021, the WLTP based derogation target shall be calculated as follows:

$$\text{Derogation target}_{2021} = \text{WLTP}_{\text{CO}_2} \cdot \left(\frac{\text{NEDC}_{2021\text{target}}}{\text{NEDC}_{\text{CO}_2}} \right)$$

where:

$\text{WLTP}_{\text{CO}_2}$ is $\text{WLTP}_{\text{CO}_2}$ as defined in point 3;

$\text{NEDC}_{\text{CO}_2}$ is $\text{NEDC}_{\text{CO}_2}$ as defined in point 3;

$\text{NEDC}_{2021\text{target}}$ is the 2021 derogation target granted by the Commission pursuant to Article 10.

6. From 1 January 2025, the EU fleet-wide targets and the specific emissions targets for a manufacturer shall be calculated as follows:

6.0. EU fleet-wide target₂₀₂₁

EU fleet-wide target₂₀₂₁ is the average, weighted by the number of new light commercial vehicles registered in 2021, of the reference-values₂₀₂₁ determined for each individual manufacturer for which a specific emissions target applies in accordance with point 4.

The reference-value₂₀₂₁ shall be determined, for each manufacturer, as follows:

$$\text{reference - value}_{2021} = \text{WLTP}_{\text{CO}_2, \text{measured}} \cdot \left(\frac{\text{NEDC}_{2020, \text{Fleet Target}}}{\text{NEDC}_{\text{CO}_2}} \right) + a(M_{\text{e}2021} - M_{0,2021})$$

where:

$\text{WLTP}_{\text{CO}_2, \text{measured}}$ is the average, for each manufacturer, of the measured CO₂ emissions combined of each new light commercial vehicle registered in 2020, as determined and reported in accordance with Article 7a of Implementing Regulation (EU) 2017/1152;

$\text{NEDC}_{2020, \text{Fleet Target}}$ is 147 g/km;

$\text{NEDC}_{\text{CO}_2}$ is as defined in point 3;

$M_{\text{e}2021}$ is the average of the mass in running order of the new light commercial vehicles of the manufacturer registered in 2021 in kilograms (kg);

▼B

$M_{0,2021}$ is the average mass in running order in kilograms (kg) of all new light commercial vehicles registered in 2021 of those manufacturers for which a specific emissions target applies in accordance with point 4;

a is as defined in point 4.

6.1. ►**M5** EU fleet-wide targets for 2025 onwards ◀

6.1.1. EU fleet-wide target for 2025 to 2029

$\text{EU fleet-wide target}_{2025} = \text{EU fleet-wide target}_{2021} \cdot (1 - \text{reduction factor}_{2025})$

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

reduction factor₂₀₂₅ is the reduction specified in point (b) of Article 1(4).

6.1.2. ►**M5** EU fleet-wide targets for 2030 to 2034 ◀

$\text{EU fleet-wide target}_{2030} = \text{EU fleet-wide target}_{2021} \cdot (1 - \text{reduction factor}_{2030})$

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

reduction factor₂₀₃₀ is the reduction specified in point (b) of Article 1(5).

▼M5

6.1.3 EU fleet-wide targets for 2035 onwards

$\text{EU fleet-wide target}_{2035} = \text{EU fleet-wide target}_{2021} \cdot (1 - \text{reduction factor}_{2035})$

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

reduction factor₂₀₃₅ is as defined in Article 1(5a), point (b).

▼B

6.2. Specific emissions reference targets from 2025 onwards

6.2.1. Specific emissions reference targets for 2025 to 2029

The specific emissions reference target = $\text{EU fleet-wide target}_{2025} + \alpha \cdot (\text{TM} - \text{TM}_0)$

where:

EU fleet-wide target₂₀₂₅ is as determined in accordance with point 6.1.1;

▼ B

α is a_{2025} where the average test mass of a manufacturer's new light commercial vehicles is equal to or lower than TM_0 determined in accordance with point (d) of Article 14(1) and a_{2021} where the average test mass of a manufacturer's new light commercial vehicles is higher than TM_0 determined in accordance with point (d) of Article 14(1);

where:

a_{2025} is $\frac{a_{2021} \cdot EU \text{ fleet-wide target}_{2025}}{Average \text{ emissions}_{2021}}$

a_{2021} is the slope of the best fitting straight line established by applying the linear least squares fitting method to the test mass (independent variable) and the specific emissions of CO_2 (dependent variable) of each new light commercial vehicle registered in 2021;

average emissions₂₀₂₁ is the average of the specific emissions of CO_2 of all new light commercial vehicles registered in 2021 of those manufacturers for which a specific emissions target is calculated in accordance with point 4;

▼ M6

TM is the average test mass in kilograms (kg) of all new light commercial vehicles of the manufacturer registered in the relevant calendar year.

In the case of a complete base vehicle related to a completed vehicle, the test mass to be considered is the test mass of that base vehicle.

In the case of an incomplete base vehicle related to a completed vehicle, the test mass value to be considered is the value DM_{base} determined in accordance with Annex III, Part A, point 1.2.4.(a);

▼ M8

TM_0 is 2 161,13 kg in 2025 and 2026 and the value in kilograms (kg) determined in accordance with Article 14(1), point (d), in the other calendar years.

▼ M5

6.2.2 Specific emissions reference targets for 2030 to 2034

Specific emissions reference target = $EU \text{ fleet-wide target}_{2030} + \alpha \cdot (TM - TM_0)$

where:

EU fleet-wide target₂₀₃₀ is as determined in accordance with point 6.1.2;

α is a_{2030} where the average test mass of a manufacturer's new light commercial vehicles is equal to or lower than TM_0 , and a_{2021} where the average test mass of a manufacturer's new light commercial vehicles is higher than TM_0 ;

where:

a_{2030} is $\frac{a_{2021} \cdot EU \text{ fleet-wide target}_{2030}}{Average \text{ emissions}_{2021}}$

▼M5

a_{2021} is as defined in point 6.2.1

average emissions₂₀₂₁ is as defined in point 6.2.1

TM is as defined in point 6.2.1

TM₀ is as defined in point 6.2.1

6.2.3 Specific emissions reference targets for 2035 onwards

Specific emissions reference target = EU fleet-wide target₂₀₃₅ + α · (TM – TM₀)

where:

EU fleet-wide target₂₀₃₅ is as determined in accordance with point 6.1.3;

α is $a_{2035,L}$ where the average test mass of a manufacturer's new light commercial vehicles is equal to or lower than TM₀, and $a_{2035,H}$ where the average test mass of a manufacturer's new light commercial vehicles is higher than TM₀;

where:

$a_{2035,L}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{Average emissions}_{2021}}$

$a_{2035,H}$ is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{EU fleet-wide target}_{2025}}$

average emissions₂₀₂₁ is as defined in point 6.2.1

TM is as defined in point 6.2.1

TM₀ is as defined in point 6.2.1.

6.3. Specific emissions targets from 2025 onwards

6.3.1 Specific emissions targets for 2025 to 2029

Specific emissions target = (specific emissions reference target – (θ_{targets} – EU fleet-wide target₂₀₂₅)) · ZLEV factor

where:

specific emissions reference target is the specific emissions reference target of CO₂ determined in accordance with point 6.2.1;

θ_{targets} is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.1;

▼ M5

ZLEV factor is $(1 + y - x)$, unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be;

where:

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of new light commercial vehicles calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as $ZLEV_{\text{specific}}$ in accordance with the following formula, divided by the total number of new light commercial vehicles registered in the relevant calendar year:

$$ZLEV_{\text{specific}} = 1 - \left(\frac{\text{specific emissions of CO}_2}{50} \right)$$

x is 17 % in the years 2025 to 2029.

6.3.2 Specific emissions targets for 2030 to 2034

Specific emissions target = specific emissions reference target – (θ_{targets} – EU fleet-wide target₂₀₃₀)

where:

specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.2;

θ_{targets} is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.2;

EU fleet-wide target₂₀₃₀ is as determined in point 6.1.2.

6.3.3 Specific emissions targets for 2035 onwards

Specific emissions target = specific emissions reference target – (θ_{targets} – EU fleet-wide target₂₀₃₅)

where:

specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.3;

θ_{targets} is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.3;

EU fleet-wide target₂₀₃₅ is as determined in point 6.1.3.

▼B*ANNEX II***MONITORING AND REPORTING OF EMISSIONS FROM NEW PASSENGER CARS****PART A****Collection of data on new passenger cars and determination of CO₂ emissions monitoring information****▼M3**

1a. ►**M6** Member States shall, for each calendar year, record the following detailed data for each new passenger car registered as an M₁ vehicle in their territory and transmit it to the Commission in accordance with Article 7(2) in the format set out in Part B, Section 2A: ◀

- (1) The manufacturer;
- (2) The type approval number and its extensions;
- (3) The type, variant, and version;
- (4) Make and commercial name;
- (5) Vehicle interpolation family identifier;

▼M6

- (5a) Roadload family's identifier or Roadload Matrix family's identifier;

▼M3

- (6) Vehicle identification number;
- (7) Category of vehicle type approved;
- (8) Category of vehicle registered;
- (9) Date of first registration;

▼M6

- (9a) Character corresponding to the provisions used for type-approval;

▼M3

- (10) The specific emissions of CO₂;
- (11) Fuel consumption;
- (12) Mass in running order;
- (13) Test mass;
- (14) Fuel type and fuel mode;
- (15) Electric energy consumption;
- (16) Electric range;
- (17) Eco-innovation code(s);
- (18) Eco-innovation CO₂ emission savings;

▼M6**▼M3**

- (20) Engine capacity;
- (21) Maximum net power.

▼M6

▼ **M6**

2. The detailed data referred to in point 1a. shall be taken from the certificate of conformity of the relevant passenger car unless indicated otherwise in Part B, Section 2A of this Annex.

▼ **M3**

- 2a. In the case of bi-fuelled vehicles running on petrol and liquefied petroleum gas (LPG) or on petrol and compressed natural gas (CNG), the certificates of conformity of which include specific emissions of CO₂ values for both types of fuels, Member States shall report the value for LPG or CNG as the case may be.

In the case of flex-fuel vehicles using petrol and ethanol (E85) fuel, Member States shall report the specific emissions of CO₂ value for petrol.

▼ **B**

3. Member States shall, for each calendar year, determine:
 - (a) the total number of new registrations of new passenger cars subject to EC type-approval;
 - (b) the total number of new registrations of new individually approved passenger cars;
 - (c) the total number of new registrations of new passenger cars subject to national type-approval of small series.

PART B

Format for the transmission of data

For each year, Member States shall report the information specified in points 1 and 3 of Part A in the following formats:

SECTION 1

AGGREGATED MONITORING DATA

Member State ⁽¹⁾	
Year	
Total number of new registrations of new passenger cars subject to EC type-approval	
Total number of new registrations of new individually approved passenger cars	
Total number of new registrations of new passenger cars subject to national type-approval of small series	

⁽¹⁾ ISO 3166 alpha-2 codes with the exception of Greece and the United Kingdom for which the codes are 'EL' and 'UK', respectively.

▼ **M3**

▼ **M3**

SECTION 2A

DETAILED MONITORING DATA – ONE VEHICLE RECORD

► M6 Reference to point 1a. of Part A ◀	Detailed data per vehicle registered	Data sources Certificate of conformity (Annex VIII to Commission Implementing Regulation (EU) 2020/683 (*)) unless otherwise indicated
(1)	Manufacturer name (EU standard denomination) ⁽¹⁾	Name assigned by the Commission
	Manufacturer name ⁽²⁾	0.5, or in the case of more than one name of a manufacturer, the name recorded in entry 0.5.1
(2)	Type approval number and its extensions	0.11
(3)	Type	0.2
	Variant	
	Version	
(4)	Make and commercial name	0.1 and 0.2.1
(5)	Vehicle interpolation family identifier	0.2.3.1
▼ M6 (5a)	Roadload family's identifier or Roadload Matrix family's identifier	0.2.3.4. 0.2.3.5
▼ M3 (6) (7) (8) (9)	Vehicle identification number	0.10
▼ M6 (9a)	Character corresponding to the provisions used for type-approval	47
▼ M3 (10) (11)	The specific emissions of CO ₂ (g/km)	49.4 combined, or where applicable, weighted combined
(11)	Fuel consumption (l/100 km, or m ³ /100 km or kg/100 km)	49.4 combined, or where applicable, weighted combined

▼ **M3**

► M6 Reference to point 1a. of Part A ◀	Detailed data per vehicle registered	Data sources
		Certificate of conformity (Annex VIII to Commission Implementing Regulation (EU) 2020/683 (*)) unless otherwise indicated
(12)	Mass in running order (kg)	13
(13)	Test mass (kg)	47.1.1

▼ **M6**

(14)	Fuel type	26
	Fuel mode	26.1 23 (in case of battery electric vehicles) 23.1 (in case of off-vehicle charging hybrid electric vehicles)

▼ **M3**

(15)	Electric energy consumption (Wh/km)	PEV: 49.5.1 OVC-HEV: 49.5.2
(16)	Electric range (km)	PEV: 49.5.1 OVC-HEV: 49.5.2
(17)	Eco-innovation code(s)	49.3.1
(18)	Eco-innovation savings (g CO ₂ /km)	49.3.2.2

▼ **M6**

--	--	--

▼ **M3**

(20)	Engine capacity (cm ³)	25
(21)	Maximum net power (kW)	27.1 and 27.3

▼ **M6**

--	--	--

▼ **M3**

Notes:

- (1) List published by the Commission on CIRCABC.
- (2) In the case of national type-approval of small series (NSS) or individual approval (IVA), the manufacturer's name shall be provided in the column 'Manufacturer name', whilst in the column 'Manufacturer name EU standard denomination' either of the following shall be indicated: 'AA-NSS' or 'AA-IVA' as the case may be.
- (3) Where a vehicle is equipped with axle tracks of different widths, the maximum axle width shall be reported.

▼ **M6**

▼ **M3**

- (*) Commission Implementing Regulation (EU) 2020/683 of 15 April 2020 implementing Regulation (EU) 2018/858 of the European Parliament and of the Council with regards to the administrative requirements for the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles (OJ L 163, 26.5.2020)

▼ B*ANNEX III***MONITORING AND REPORTING OF EMISSIONS FROM NEW LIGHT COMMERCIAL VEHICLES**

A. Collection of data on new light commercial vehicles and determination of CO₂ emissions monitoring information

1. Detailed data

▼ M3

▼ M6

1.1a. Reporting by Member States on vehicles registered as N₁ vehicles

Member States shall, for each calendar year, record the following detailed data for each new complete or completed light commercial vehicle registered as N₁ vehicle in their territory and transmit it to the Commission in accordance with Article 7(2) in the format set out in Part C, Section 2a:

(1) the manufacturer (in case of completed vehicles: the base vehicle manufacturer);

▼ M3

(2) The type approval number and its extensions;

(3) The type, variant, and version;

(4) Make and, where available, commercial name;

(5) Vehicle interpolation family identifier;

▼ M6

(5a) Roadload family's identifier or Roadload Matrix family's identifier;

▼ M3

(6) Vehicle identification number;

(7) Category of vehicle type approved;

▼ M6

(7a) Complete or completed vehicle;

▼ M3

(8) Category of vehicle registered;

(9) Date of first registration;

▼ M6

(9a) Character corresponding to the provisions used for type-approval;

▼ M3

(10) The specific emissions of CO₂;

(11) Fuel consumption;

▼ M6

(12) Mass in running order of the complete or completed vehicle;

(12a) In case of completed vehicles, mass in running order of the base vehicle;

▼ M3

(13) Test mass;

(14) The fuel type and fuel mode;

▼ M3

- (15) Electric energy consumption;
- (16) Electric range;
- (17) Eco-innovation code(s);
- (18) Eco-innovation CO₂ emission savings;

▼ M6

▼ M3

- (20) Engine capacity;
- (21) Maximum net power;
- (22) Technically permissible maximum laden mass.

▼ M6

▼ M1

- 1.2. Completed vehicles registered as N1 vehicles

▼ M6

▼ M3

▼ M6

▼ M1

- 1.2.2. Reporting by manufacturers

▼ M6

For each new completed vehicle reported by the Member States in accordance with point 1.1a., the manufacturer of the base vehicle shall report to the Commission the data specified in points (a) and (b) of this point for each base vehicle with the same vehicle identification number as that of the completed vehicle. The data shall be reported within three months of the manufacturer being notified of the provisional data in accordance with Article 7(4), second subparagraph.

▼ M1

- (a) where the completed vehicle is based on an incomplete base vehicle:
 - (i) vehicle identification number;
 - (ii) ►**M6** vehicle interpolation family identifier as referred to in paragraph 6.2.6 of UN Regulation 154; ◀
 - (iii) monitoring CO₂ emissions determined in accordance with point 1.2.4;

▼ M6

▼ M1

- (vi) monitoring mass, determined in accordance with point 4.1 of Part B of Annex I;

▼ M6

- (vii) mass in running order of the incomplete base vehicle.

▼ M1

(b) where the completed vehicle is based on a complete base vehicle:

- (i) vehicle identification number;
- (ii) vehicle family identifier as referred to in point (a)(ii) of this paragraph;
- (iii) specific CO₂ emissions of the base vehicle;

▼ M6

- (iv) mass in running order of the complete base vehicle.

▼ M1

1.2.3. Calculation of the average specific emissions of CO₂ and the specific emission target

The Commission shall use the values reported by a base vehicle manufacturer in accordance with point 1.2.2 to calculate its average specific emissions of CO₂ and the specific emission target in the calendar year in which the related completed vehicle is registered, except where the conditions referred to in point 1.2.5 are met in which case the data for the completed vehicles shall be used.

▼ M6

Where the data referred to in point 1.2.2 is not reported by the manufacturer of the base vehicle, the specific CO₂ emissions and mass in running order reported by the Member States for the related completed vehicle, in accordance with point 1.1a., shall be used for determining whether the vehicle falls within the scope of this Regulation and for the calculation of the average specific emissions of CO₂ and the specific emissions target of the base vehicle manufacturer concerned.

▼ M1

1.2.4. Calculation of the monitoring CO₂ emissions in the case of incomplete base vehicles

▼ M6

A manufacturer shall, starting from calendar year 2020, calculate the monitoring CO₂ emissions for each of its individual incomplete base vehicles in accordance with the interpolation method referred to in points 3.2.3.2. or 3.2.4. of Annex B7 to UN Regulation 154, using the same method as that applied for the EC type-approval of the base vehicle with regard to its emissions, where the terms shall be as defined in those points with the following exceptions:

(a) Mass of the individual vehicle

The term 'TM_{ind}' referred to in paragraph 3.2.3.2.2.1 or 3.2.4.1.1.1 of Annex B7 to UN Regulation 154 shall be replaced by the base vehicle default mass, DM_{base}. Where DM_{base} is lower than the test mass of vehicle low of the interpolation family (TM_L), TM_{ind} shall be replaced by TM_L. Where DM_{base} is higher than the test mass of vehicle high of the interpolation family (TM_H), TM_{ind} shall be replaced by TM_H.

DM_{base} shall be determined in accordance with the following formula:

$$DM_{base} = MRO_{base} \times B_0 + 25 \text{ kg} + 0,28 \times (TPMLM - MRO_{base} \times B_0 - 25 \text{ kg})$$

▼ M6

Where:

MRO_{base} is the mass in running order of the base vehicle as defined in paragraph 3.2.5 of UN Regulation No 154;

B_0 is the body mass value of 1,375 until calendar year 2022 and of 1,351 for calendar years 2023 until 2034;

TPMLM is the technically permissible maximum laden mass as defined in point paragraph 3.2.23 of UN Regulation 154.

(b) Rolling resistance of the individual vehicle

The rolling resistance of the base vehicle shall be used for the purposes of paragraph 3.2.3.2.2.2 or 3.2.4.1.1.2 of Annex B7 to UN Regulation 154.

(c) Aerodynamic influence of the individual vehicle

In the case of an incomplete base vehicle that belongs to a roadload matrix family, the manufacturer shall determine the term ' $A_{f,ind}$ ' referred to in paragraph 3.2.4.1.1.3 of Annex B7 to UN Regulation 154 in accordance with one of the following options:

- (i) frontal area of the representative vehicle of the roadload matrix family, in m^2 ;
- (ii) the mean value of the frontal area of vehicle high and vehicle low of the interpolation family, in m^2 ;
- (iii) the frontal area of the vehicle high of the interpolation family, in case the interpolation method is not used, in m^2 .

In the case of an incomplete base vehicle that does not belong to a roadload matrix family, the term ' $f_{2,ind}$ ' referred to in paragraph 3.2.3.2.2.4 of Annex B7 to UN Regulation 154 shall be set equal to one of the following:

- (i) the mean value of the terms ' $f_{2,L}$ ' and ' $f_{2,H}$ ' referred to in that point;
- (ii) the term ' $f_{2,H}$ ' referred to in that point.

▼ M1

1.2.5. Representativeness of the monitoring CO₂ value

The Commission shall each year assess the representativeness of the average of the monitoring CO₂ emissions reported by the base vehicle manufacturer as compared to the average of the specific emissions of CO₂ of the related completed vehicles registered in the relevant calendar year. The Commission shall inform the manufacturer of the base vehicle of the divergence found between those values.

▼ M1

In case a divergence by 4 % or more is found during each of two successive calendar years, the Commission shall use the average of the specific emissions of CO₂ of the completed vehicles in the following calendar year to calculate the average specific emissions of CO₂ of the base vehicle manufacturer or the pool in that year.

▼ M6

2. The detailed data referred to in point 1.1.a. shall be taken from the certificate of conformity of the relevant light commercial vehicle unless indicated otherwise in Part C, Section 2a.

▼ M3

- 2a. In the case of bi-fuelled vehicles running on petrol and liquefied petroleum gas (LPG) or on petrol and compressed natural gas (CNG), the certificates of conformity of which include specific emissions of CO₂ values for both types of fuels, Member States shall report the value for LPG or CNG as the case may be.

In the case of flex-fuel vehicles using petrol and ethanol (E85) fuel, Member States shall report the specific emissions of CO₂ value for petrol.

▼ B

3. Member States shall, for each calendar year, determine:
 - (a) the total number of new registrations of new light commercial vehicles subject to EC type-approval;
 - (b) the total number of new registrations of new light commercial vehicles subject to multi-stage type-approval, where available;
 - (c) the total number of new registrations of new light commercial vehicles subject to individual approval;
 - (d) the total number of new registrations of new light commercial vehicles subject to national type-approval of small series.

▼ M6

▼ B

- C. Formats for transmission of data

For each year, Member States shall report the information specified in points 1 and 3 of Part A in the following format:

▼ B

Section 1

Aggregated monitoring data

Member State ⁽¹⁾	
Year	
Total number of new registrations of new light commercial vehicles subject to EC type-approval	
Total number of new registrations of individually approved new light commercial vehicles	
Total number of new registrations of new light commercial vehicles subject to national type-approval of small series	
Total number of new registrations of new light commercial vehicles subject to multi-stage type-approval (where available)	

⁽¹⁾ ISO 3166 alpha-2 codes with the exception of Greece and the United Kingdom for which the codes are 'EL' and 'UK', respectively.

▼ M3

Section 2a

Detailed Monitoring Data – one vehicle record

		Data sources
► M6 Reference to Part A, point 1.1a ◀	Detailed data per vehicle registered	Certificate of conformity (Annex VIII to Commission Implementing Regulation (EU) 2020/683) unless otherwise indicated
(1)	Manufacturer name (EU standard denomination) ⁽¹⁾	Name assigned by the Commission
	Manufacturer name ⁽²⁾	0.5, or in the case of vehicles subject to multi-stage type approval, 0.5.1 (name of the base vehicle manufacturer)
(2)	Type approval number and its extensions	0.11
(3)	Type	0.2
	Variant	
	Version	
(4)	Make and commercial name	0.1 and 0.2.1
(5)	Vehicle interpolation family identifier	0.2.3.1

▼ M6**▼ M3**

▼ **M3**

		Data sources
► M6 Reference to Part A, point 1.1a ◀	Detailed data per vehicle registered	Certificate of conformity (Annex VIII to Commission Implementing Regulation (EU) 2020/683) unless otherwise indicated

▼ **M6**

(5a)	Roadload family's identifier or Roadload Matrix family's identifier	0.2.3.4. 0.2.3.5.
------	---	----------------------

▼ **M3**

(6)	Vehicle identification number	0.10
(7)	Category of vehicle type approved	0.4

▼ **M6**

(7a)	Complete or completed vehicle	0.4
------	-------------------------------	-----

▼ **M3**

(8)	Category of vehicle registered	Registration certificate
(9)	Date of first registration	Registration certificate

▼ **M6**

(9a)	Character corresponding to the provisions used for type-approval	47
------	--	----

▼ **M3**

(10)	The specific emissions of CO ₂ (g/km)	49.4 combined, or where applicable, weighted combined
(11)	Fuel consumption (l/100 km, or m ³ /100 km or kg/100 km)	49.4 combined, or where applicable, weighted combined

▼ **M6**

(12)	Mass in running order of the complete or completed vehicle	13
(12a)	Mass in running order of the base vehicle (in case of completed vehicle)	14

▼ **M3**

(13)	Test mass (kg)	47.1.1
------	----------------	--------

▼ **M3**

► M6 Reference to Part A, point 1.1a ◀	Detailed data per vehicle registered	Data sources
		Certificate of conformity (Annex VIII to Commission Implementing Regulation (EU) 2020/683) unless otherwise indicated

▼ **M6**

(14)	Fuel type	26
	Fuel mode	26.1 23 (in case of battery electric vehicles) 23.1 (in case of off-vehicle charging hybrid electric vehicles)

▼ **M3**

(15)	Electric energy consumption (Wh/km)	PEV: 49.5.1 OVC-HEV: 49.5.2
(16)	Electric range (km)	PEV: 49.5.1 OVC-HEV: 49.5.2
(17)	Eco-innovation code(s)	49.3.1
(18)	Eco-innovation savings (g CO ₂ /km)	49.3.2.2

▼ **M6**

--	--	--

▼ **M3**

(20)	Engine capacity (cm ³)	25
(21)	Maximum net power (kW)	27.1 and 27.3

▼ **M6**

(22)	Technically permissible maximum laden mass (TPMLM)	16.1

▼ **M3**

Notes:

- (1) List published by the Commission on CIRCABC.
- (2) In the case of national type-approval of small series (NSS) or individual approval (IVA), the manufacturer's name shall be provided in the column 'Manufacturer name', whilst in the column 'Manufacturer name EU standard denomination' either of the following shall be indicated: 'AA-NSS' or 'AA-IVA' as the case may be.
- (3) Where a vehicle is equipped with axle tracks of different widths, the maximum axle width shall be reported.

▼ **M6**

--	--	--

*ANNEX IV***REPEALED REGULATIONS WITH LISTS OF THEIR SUCCESSIVE AMENDMENTS**

Regulation (EC) No 443/2009 of the European Parliament and of the Council (OJ L 140, 5.6.2009, p. 1).

Commission Regulation (EU) No 397/2013 (OJ L 120, 1.5.2013, p. 4).

Regulation (EU) No 333/2014 of the European Parliament and of the Council (OJ L 103, 5.4.2014, p. 15).

Commission Delegated Regulation (EU) 2015/6 (OJ L 3, 7.1.2015, p. 1).

Commission Delegated Regulation (EU) 2017/1502 (OJ L 221, 26.8.2017, p. 4).

Commission Delegated Regulation (EU) 2018/649 (OJ L 108, 27.4.2018, p. 14).

Regulation (EU) No 510/2011 of the European Parliament and of the Council (OJ L 145, 31.5.2011, p. 1).

Commission Delegated Regulation (EU) No 205/2012 (OJ L 72, 10.3.2012, p. 2).

Regulation (EU) No 253/2014 of the European Parliament and of the Council (OJ L 84, 20.3.2014, p. 38).

Commission Delegated Regulation (EU) No 404/2014 (OJ L 121, 24.4.2014, p. 1).

Commission Delegated Regulation (EU) 2017/748 (OJ L 113, 29.4.2017, p. 9).

Commission Delegated Regulation (EU) 2017/1499 (OJ L 219, 25.8.2017, p. 1).



ANNEX V

CORRELATION TABLE

Regulation (EC) No 443/2009	Regulation (EU) No 510/2011	This Regulation
Article 1, first paragraph	Article 1(1)	Article 1(1)
Article 1, second paragraph	Article 1(2)	Article 1(2)
Article 1, third paragraph	—	Article 1(3)
—	—	Article 1(4)
—	—	Article 1(5)
—	—	Article 1(6)
—	—	Article 1(7)
Article 2(1)	Article 2(1)	Article 2(1)
Article 2(2)	Article 2(2)	Article 2(2)
Article 2(3)	Article 2(3)	Article 2(3)
Article 2(4)	Article 2(4)	Article 2(4)
Article 3(1), introductory wording	Article 3(1), introductory wording	Article 3(1), introductory wording
Article 3(1), points (a) and (b)	Article 3(1), points (a) and (b)	Article 3(1), points (a) and (b)
—	Article 3(1), points (c), (d) and (e)	Article 3(1), points (c), (d) and (e)
Article 3(1), points (c) and (d)	Article 3(1), points (f) and (g)	Article 3(1), points (f) and (g)
Article 3(1), point (f)	Article 3(1), point (h)	Article 3(1), point (h)
Article 3(1), point (e)	Article 3(1), point (j)	Article 3(1), point (i)
Article 3(1), point (g)	Article 3(1), point (i)	Article 3(1), point (j)
—	—	Article 3(1), points (k), (l) and (m)
—	Article 3(1), point (k)	Article 3(1), point (n)
Article 3(2)	Article 3(2)	Article 3(2)
Article 4, first paragraph	Article 4, first paragraph	Article 4(1), introductory wording and points (a) and (b)
—	—	Article 4(1), point (c)
—	Article 4, second paragraph	Article 4(2)
Article 4, second paragraph	Article 4, third paragraph	Article 4(3)

▼B

Regulation (EC) No 443/2009	Regulation (EU) No 510/2011	This Regulation
Article 5	Article 5	—
Article 5a	—	Article 5
Article 6	Article 6	—
Article 7(1)	Article 7(1)	Article 6(1)
Article 7(2), points (a), (b) and (c)	Article 7(2), points (a), (b) and (c)	Article 6(2), points (a), (b) and (c)
—	—	Article 6(2), point (d)
Article 7(3)	Article 7(3)	Article 6(3)
Article 7(4)	Article 7(4)	Article 6(4)
Article 7(5)	Article 7(5)	Article 6(5)
Article 7(6)	Article 7(6)	Article 6(6)
Article 7(7)	Article 7(7)	Article 6(7)
Article 8(1)	Article 8(1)	Article 7(1)
Article 8(2)	Article 8(2)	Article 7(2)
Article 8(3)	Article 8(3)	Article 7(3)
Article 8(4), first and second subparagraphs	Article 8(4), first and second subparagraphs	Article 7(4), first and second subparagraphs
Article 8(4), third subparagraph	Article 8(4), first subparagraph	Article 7(4), third subparagraph
Article 8(5), first subparagraph	Article 8(5)	Article 7(5) first subparagraph
Article 8(5), second subparagraph	Article 8(6)	Article 7(5), second subparagraph
Article 8(6)	Article 8(7)	—
Article 8(7)	Article 8(8)	Article 7(6), first subparagraph
—	—	Article 7(6), second subparagraph
Article 8(8)	—	—
Article 8(9), first subparagraph	Article 8(9), first subparagraph	Article 7(7)
Article 8(9), second subparagraph	Article 8(9), second subparagraph	Article 7(8)
—	—	Article 7(9)
—	—	Article 7(10)
—	Article 8(10)	Article 7(11)
Article 9(1)	Article 9(1)	Article 8(1)

▼B

Regulation (EC) No 443/2009	Regulation (EU) No 510/2011	This Regulation
Article 9(2), first subparagraph, introductory wording	Article 9(2), first subparagraph, introductory wording	Article 8(2), first subparagraph, first part
Article 9(2), first subparagraph, point (a)	Article 9(2), first subparagraph, point (a)	—
Article 9(2), first subparagraph, point (b)	Article 9(2), first subparagraph, point (b)	Article 8(2), first subparagraph, second part
Article 9(2), second subparagraph	Article 9(2), second subparagraph	Article 8(2), second subparagraph
Article 9(3)	Article 9(3)	Article 8(3)
Article 9(4)	Article 9(4)	Article 8(4)
Article 10(1), introductory wording	Article 10(1), introductory wording	Article 9(1), introductory wording
Article 10(1), points (a) to (e)	Article 10(1), points (a) to (e)	Article 9(1), points (a) to (e)
—	—	Article 9(1), point (f)
Article 10(2)	Article 10(2)	Article 9(2)
—	—	Article 9(3)
Article 11(1)	Article 11(1)	Article 10(1)
Article 11(2)	Article 11(2)	Article 10(2)
Article 11(3)	Article 11(3)	Article 10(3), first subparagraph
—	—	Article 10(3), second subparagraph
Article 11(4), first subparagraph	—	Article 10(4), first subparagraph
Article 11(4), second subparagraph, introductory wording	—	Article 10(4), second subparagraph, introductory wording
Article 11(4), second subparagraph, point (a)	—	Article 10(4), second subparagraph, point (a)
Article 11(4), second subparagraph, point (b)	—	—
Article 11(4), second subparagraph, point (c)	—	Article 10(4), second subparagraph, point (b)
—	—	Article 10(4), second subparagraph, point (c)
Article 11(4), third and fourth subparagraphs	—	Article 10(4), third and fourth subparagraphs

▼B

Regulation (EC) No 443/2009	Regulation (EU) No 510/2011	This Regulation
Article 11(5)	Article 11(4)	Article 10(5)
Article 11(6)	Article 11(5)	Article 10(6)
Article 11(7)	Article 11(6)	Article 10(7)
Article 11(8)	Article 11(7)	Article 10(8)
Article 11(9)	Article 11(8)	Article 10(9)
Article 12(1), first subparagraph	Article 12(1), first subparagraph	Article 11(1), first subparagraph
Article 12(1), second subparagraph	—	Article 11(1), second subparagraph
Article 12(1), third subparagraph	Article 12(1), second subparagraph	Article 11(1), third subparagraph
—	—	Article 11(1), fourth subparagraph
Article 12(2)	Article 12(2)	Article 11(2), introductory wording, points (a), (b) and (c) and point (d), first part
—	—	Article 11(2), point (d), last part
Article 12(3)	Article 12(3)	Article 11(3)
Article 12(4)	Article 12(4)	Article 11(4)
—	—	Article 12
—	—	Article 13
Article 13(1)	—	—
—	Article 13(1)	—
—	—	Article 14, title
—	—	Article 14(1), first subparagraph, introductory wording
Article 13(2), first and second subparagraphs	—	Article 14(1) point (a)
—	Article 13(5)	Article 14(1), point (b)
—	—	Article 14(1), points (c) and (d)
Article 13(2), third subparagraph	Article 13(5)	Article 14(2)
—	—	Article 15(1)
—	—	Article 15(2)
—	—	Article 15(3)

▼B

Regulation (EC) No 443/2009	Regulation (EU) No 510/2011	This Regulation
—	Article 13(2)	—
—	—	Article 15(4), first part
Article 13(3)	Article 13(6), first subparagraph	Article 15(4), second part
—	Article 13(4)	—
Article 13(4)	Article 13(6), second subparagraph	—
Article 13(5)	—	—
Article 13(6)	Article 13(3)	—
—	—	Article 15(5)
—	—	Article 15(6)
Article 13(7), first subparagraph	Article 13(6), third subparagraph	Article 15(7)
Article 13(7), second subparagraph	Article 13(6), fourth subparagraph	Article 15(8)
Article 14(1)	Article 14(1)	Article 16(1)
Article 14(2)	Article 14(2)	Article 16(2)
Article 14(3)	Article 14(2a)	Article 16(3)
Article 14a(1)	Article 15(3)	Article 17(1)
Article 14a(2)	Article 15(1)	Article 17(2)
Article 14a(3)	Article 16	Article 17(3)
Article 14a(4)	Article 15(2)	Article 17(4)
Article 14a(5)	Article 17	Article 17(5)
Article 15	—	—
—	—	Article 18
Article 16	Article 18	Article 19
Annex I	—	Annex I, part A, points 1 to 5
—	—	Annex I, part A, point 6
—	Annex I	Annex I, part B, points 1 to 5
—	—	Annex I, part B, point 6
Annex II, part A	—	Annex II, part A
Annex II, part B	—	—
Annex II, part C	—	Annex II, part B
—	Annex II	Annex III
—	—	Annex IV
—	—	Annex V