

# Setting CO<sub>2</sub> emission performance standards for new passenger cars and for new light commercial vehicles

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This delegated regulation **amends Annexes I, II and III** of [Regulation \(EU\) 2019/631](#) of the European Parliament and of the Council setting CO<sub>2</sub> emission performance standards for new passenger cars and light commercial vehicles.

## *Context*

Regulation (EU) 2019/631 sets CO<sub>2</sub> emission performance standards for new passenger cars and for new light commercial vehicles.

Under Regulation (EU) 2019/631, the Commission may grant a derogation from the specific emissions target calculated in accordance with Annex I, Part A of the Regulation for a manufacturer which, together with all its connected undertakings, accounts for between 10 000 and 300 000 new passenger cars registered in the Union per calendar year. The Commission may adopt delegated acts to amend Annex I, Part A, in order to lay down the formulae for calculating the targets after derogation for the calendar years 2025 to 2028.

Annex I to Regulation (EU) 2019/631 sets out the methods for calculating the specific emissions targets for manufacturers of passenger cars and light commercial vehicles. The Commission may adopt delegated acts to amend Annex I to take account of the change in test procedure from the New European Driving Cycle (NEDC) test procedure to the Worldwide harmonised Light vehicles Test Procedure (WLTP). It is necessary to clarify how the targets for the calendar years 2021 to 2024 should be calculated for manufacturer groupings.

In order to distinguish between complete and incomplete base vehicles, the definition of test mass (TM) for the average test mass in kilograms of all new light commercial vehicles in Annex I, Part B should also be adapted.

Annexes II and III to Regulation (EU) 2019/631 detail the content and format of the information that Member States or manufacturers have to record and report annually to the Commission for each new passenger car and new light commercial vehicle registered in their territory. The Commission is empowered to adopt delegated acts in order to amend the data requirements and data parameters set out in Annexes II and III to the Regulation.

Annexes II and III should be updated. In particular, the B<sub>0</sub> value to be used by manufacturers to calculate the monitoring mass (M<sub>mon</sub>) and the base vehicle default mass (DM<sub>base</sub>) should be adjusted on the basis of the mass in running order of the incomplete base vehicle for all completed vehicles registered in calendar years 2018, 2019 and 2020.

## *Content*

**Annex I** to this delegated act amends Annex I to Regulation (EU) 2019/631, in order to:

- further specify the calculation method for the specific emissions targets applying in the years 2021 to 2024 for pools of manufacturers in view of the change from the NEDC to the WLTP test procedure;
- specify the calculation formula for the derogation targets for “niche” car manufacturers applicable in the calendar years 2025 to 2028;
- update the definition of ‘TM’ for the calculation of the future emission targets for manufacturers of light commercial vehicles.

**Annex II** to this delegated act amends Annex II to Regulation (EU) 2019/631 in order to update the CO<sub>2</sub> emission monitoring information that needs to be collected and annually reported by Member States or manufacturers.

Based on the experience gained, it has become evident that certain monitoring parameters could be removed in order to facilitate the monitoring process. In addition, it is necessary to add certain new parameters, in particular for the purpose of the verification of the CO<sub>2</sub> emissions of vehicles in-service.

**Annex III** to this delegated act amends Annex III to Regulation (EU) 2019/631 in order to provide for an adjustment of the B<sub>0</sub> value for light commercial vehicles, as well as to update the information that needs to be collected and reported by Member States and to further clarify the calculation method for the aerodynamic influence in the case of incomplete N1 base vehicles.