

# DECISIONS

## COMMISSION IMPLEMENTING DECISION (EU) 2020/1035

of 3 June 2020

**confirming or amending the provisional calculation of the average specific emissions of CO<sub>2</sub> and specific emissions targets for manufacturers of passenger cars and light commercial vehicles for the calendar year 2018 pursuant to Regulation (EU) 2019/631 of the European Parliament and of the Council**

**(Only the Czech, Dutch, English, French, German, Hungarian, Italian, Spanish and Swedish texts are authentic)**

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting emission performance standards for new passenger cars and for new light commercial vehicles and repealing Regulation (EC) No 443/2009 and (EU) No 510/2011<sup>(1)</sup>, and in particular the second subparagraph of Article 7(5) thereof,

Whereas:

- (1) In accordance with Regulation (EU) 2019/631, and, with regard to the specific emission targets and average specific emissions for the calendar year 2018, Regulation (EC) No 443/2009 of the European Parliament and of the Council<sup>(2)</sup> and Regulation (EU) No 510/2011 of the European Parliament and of the Council<sup>(3)</sup>, the Commission is required to determine, each year, the average specific emissions of CO<sub>2</sub> and the specific emissions target for each manufacturer of passenger cars and light commercial vehicles in the Union as well as for each pool of manufacturers. On that basis, the performance of manufacturers or pools of manufacturers in complying with their obligation to not exceed their respective specific emission targets is established.
- (2) The detailed data to be used for the calculation of the average specific emissions of CO<sub>2</sub> and the specific emissions targets of manufacturers is based on Member States' registrations of new passenger cars and new light commercial vehicles during the 2018 calendar year.
- (3) All Member States submitted their 2018 data to the Commission, however, with some delays as compared to the reporting deadline of 28 February 2019. Where, as a result of the verification of the data by the Commission, it was evident that certain data were missing or manifestly incorrect, the Commission has contacted the Member States concerned and, subject to the agreement of those Member States, adjusted or completed the data accordingly. Where no agreement could be reached with a Member State, the provisional data submitted by that Member State was not adjusted.
- (4) On 24 June 2019, the Commission published the provisional data and notified 95 manufacturers of passenger cars and 67 manufacturers of light commercial vehicles as well as the respective pools of the provisional calculations of their average specific emissions of CO<sub>2</sub> and their specific emissions targets in 2018.

<sup>(1)</sup> OJ L 111, 25.4.2019, p. 13.

<sup>(2)</sup> Regulation (EC) No 443/2009 of the European Parliament and of the Council of 23 April 2009 setting emission performance standards for new passenger cars as part of the Community's integrated approach to reduce CO<sub>2</sub> emissions from light-duty vehicles (OJ L 140, 5.6.2009, p. 1).

<sup>(3)</sup> Regulation (EU) No 510/2011 of the European Parliament and of the Council of 11 May 2011 setting emission performance standards for new light commercial vehicles as part of the Union's integrated approach to reduce CO<sub>2</sub> emissions from light-duty vehicles (OJ L 145, 31.5.2011, p. 1).

- (5) The provisional data notified by the Commission included the correction factors, both for cars, calculated in accordance with Article 7(2) of Commission Implementing Regulation (EU) 2017/1153 <sup>(4)</sup> and for light commercial vehicles, calculated in accordance with Article 6(2) of Commission Implementing Regulation (EU) 2017/1152 <sup>(5)</sup>. The determination of correction factors is part of the correlation procedures set up in order to reflect the change in the regulatory test procedure for measurement of specific emissions of CO<sub>2</sub>. They serve to ensure that procedural tolerances necessary for the correlation of the CO<sub>2</sub> emission values are applied as intended and not as a means to artificially lower those values.
- (6) A correction factor is calculated based on deviation and verification factors determined for a statistical sample of vehicles that should be representative of the manufacturer's fleet of new vehicles. In view of the very low number of light commercial vehicles type approved in accordance with the Worldwide Harmonised Light Vehicle Test Procedure set out in Commission Regulation (EU) 2017/1151 <sup>(6)</sup> in 2018, the sample cannot be considered statistically representative and no correction factors have therefore been applied when establishing the emission performance of manufacturers of light commercial vehicles
- (7) Manufacturers were asked to verify the provisional data in accordance with Article 8(4) of Regulation (EC) No 443/2009 and Article 8(5) of Regulation (EU) No 510/2011 and, in particular, the deviation and verification factors on the basis of which the correction factor is calculated, and to notify the Commission of any errors within three months of receipt of the notification. Sixty manufacturers of passenger cars and 34 manufacturers of light commercial vehicles submitted notifications of errors. For two car manufacturers, the applicability of a correction factor to their average specific emissions was confirmed. For two manufacturers of passenger cars and one manufacturer of light commercial vehicles, all vehicles reported in the provisional dataset were outside the scope of Regulation (EU) 2019/631.
- (8) For the remaining 35 manufacturers of passenger cars and 33 manufacturers of light commercial vehicles that did not notify any errors in the datasets or respond otherwise, the provisional data and provisional calculations of the average specific emissions and the specific emissions targets should be confirmed. For none of those manufacturers a correction factor was applicable.
- (9) The Commission has verified the errors notified by the manufacturers and the reasons for their correction, and the provisional dataset has been confirmed or amended as appropriate. Only those records have been retained that include the values for mass and CO<sub>2</sub> emissions. As a result, for 94 manufacturers of passenger cars and 66 manufacturers of light commercial vehicles the provisional data should be confirmed or amended.
- (10) In accordance with Articles 4 of Regulations (EC) No 443/2009 and (EU) No 510/2011, a manufacturer should be considered as compliant with its specific emissions target where its average specific emissions of CO<sub>2</sub> indicated in this Decision do not exceed its specific emissions target. For manufacturers which are members of a pool, compliance should be assessed at the level of the pool in accordance with Articles 7(7) of those Regulations.
- (11) Records with complete data on mass in running order and CO<sub>2</sub> emissions but with missing or incorrect vehicle identification numbers should be included in the calculation of the specific emission targets and the average specific emissions. However, the fact that manufacturers cannot verify or correct those records should be taken into account. Therefore, it is appropriate to apply an error margin when determining the distance to target of the manufacturer concerned.

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<sup>(4)</sup> Commission Implementing Regulation (EU) 2017/1153 of 2 June 2017 setting out a methodology for determining the correlation parameters necessary for reflecting the change in regulatory test procedure and amending Implementing Regulation (EU) No 1014/2010 (OJ L 175, 7.7.2017, p. 679).

<sup>(5)</sup> Commission Implementing Regulation (EU) 2017/1152 of 2 June 2017 setting out a methodology for determining the correlation parameters necessary for reflecting the change in regulatory test procedure with regard to light commercial vehicles and amending Implementing Regulation (EU) No 293/2012 (OJ L 175, 7.7.2017, p. 644).

<sup>(6)</sup> Commission Regulation (EU) 2017/1151 of 1 June 2017 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008 (OJ L 175, 7.7.2017, p. 1).

- (12) The error margin is calculated as the difference between the distances between the average specific emissions and the specific emissions target calculated including and excluding all vehicle registrations that cannot be verified by the manufacturer. Regardless of whether that difference is positive or negative, the error margin is applied so that it always improves the manufacturer's position with regard to its specific emission target.
- (13) Where, after taking into account the error margin, the distance to target of a manufacturer or a pool, as the case may be, is above zero, an excess emission premium is to be imposed in accordance with Article 8 of Regulation (EU) 2019/631. This is the case for the manufacturer of passenger cars Automobili Lamborghini S.p.A. The excess emission premium is to be calculated in accordance with Article 9(2)(a) of Regulation (EC) No 443/2009.
- (14) In accordance with Articles 2(4) of Regulations (EC) No 443/2009 and (EU) No 510/2011, manufacturers responsible for less than 1 000 new vehicle registrations in the calendar year are exempt from meeting a specific emission target. It is, however, appropriate to calculate and report their average specific emissions as well as the number of new vehicles registered.
- (15) Further clarifications are needed from the manufacturer Dr Ing. h.c. F. Porsche AG with regard to possible irregularities in the CO<sub>2</sub> emissions stated in the emissions type approvals of two vehicle models. As a consequence, the provisional data for the 2014 to 2018 calendar years for the Volkswagen pool and its member Dr Ing. h.c. F. Porsche AG cannot be confirmed or amended.
- (16) The Commission has, in accordance with Article 12 of Commission Implementing Regulation (EU) No 725/2011<sup>(7)</sup>, performed an ad hoc verification of CO<sub>2</sub> savings certified by reference to Commission Implementing Decision 2013/341/EU<sup>(8)</sup> and Commission Implementing Decision (EU) 2015/158<sup>(9)</sup>. The verification showed satisfactory results with regard to the CO<sub>2</sub> savings certified by reference to Implementing Decision 2013/341/EU. However, with regard to Implementing Decision (EU) 2015/158, a difference was found between the certified CO<sub>2</sub> savings of two efficient alternators fitted in vehicles manufactured by Daimler AG and those verified by the Commission of 9 % and 23 % respectively. The Commission notified Daimler AG of the deviations found and invited that manufacturer to provide evidence demonstrating the accuracy of the certified CO<sub>2</sub> savings.
- (17) Based on the information provided by Daimler AG, the Commission has found that the difference in savings was due to a difference in how the testing methodology was applied for the purposes of the certification and for the verification of the CO<sub>2</sub> savings. More precisely, a run-in of the efficient alternators was performed prior to the certification test, even though the testing methodology referred to in Implementing Decision (EU) 2015/158 neither prescribes nor allows a specific run-in of the efficient alternators to be performed outside the certification test.
- (18) It follows from Articles 12 of Regulations (EC) No 443/2009 and (EU) No 510/2011 that, in order for CO<sub>2</sub> savings from innovative technologies to be taken into account for the calculation of a manufacturer's specific average emissions in 2018, those savings must make a verified contribution to CO<sub>2</sub> reductions, in accordance with a testing methodology capable of producing verifiable, repeatable and comparable results. As the certified CO<sub>2</sub> savings of two efficient alternators in certain vehicles manufactured by Daimler AG have not been confirmed by the verification performed on the basis of the testing methodology referred to in Implementing Decision (EU) 2015/158, the certified CO<sub>2</sub> savings attributed to those eco-innovations, amounting to 0,429 g CO<sub>2</sub>/km at the fleet level, should not be taken into account for the calculation of the average specific emissions of the manufacturer Daimler AG. On the same basis, the CO<sub>2</sub> savings attributed to those eco-innovations, amounting to 0,428 g CO<sub>2</sub>/km at the fleet level, should not be taken into account for the calculation of the average specific emissions of the Daimler AG pool.
- (19) The values relating to the performance of a manufacturer as confirmed or amended by this Decision could be revised in the event that the relevant national authorities confirm the existence of irregularities in the CO<sub>2</sub> emission values provided for the purpose of determining the manufacturer's compliance with the specific emissions target,

<sup>(7)</sup> Commission Implementing Regulation (EU) No 725/2011 of 25 July 2011 establishing a procedure for the approval and certification of innovative technologies for reducing CO<sub>2</sub> emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council (OJ L 194, 26.7.2011, p. 19).

<sup>(8)</sup> Commission Implementing Decision 2013/341/EU of 27 June 2013 on the approval of the Valeo Efficient Generation Alternator as an innovative technology for reducing CO<sub>2</sub> emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council (OJ L 179, 29.6.2013, p. 98).

<sup>(9)</sup> Commission Implementing Decision (EU) 2015/158 of 30 January 2015 on the approval of two Robert Bosch GmbH high efficient alternators as the innovative technologies for reducing CO<sub>2</sub> emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council (OJ L 26, 31.1.2015, p. 31).

HAS ADOPTED THIS DECISION:

*Article 1*

1. The values relating to the performance of manufacturers of passenger cars in respect of the 2018 calendar year are specified in Annex I.
2. The values relating to the performance of manufacturers of light commercial vehicles in respect of the 2018 calendar year are specified in Annex II.

*Article 2*

This Decision is addressed to the following individual manufacturers and pools formed in accordance with Article 6 of Regulation (EU) 2019/631:

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- (2) ALFA ROMEO SPA  
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10135 Torino  
ITALY
- (3) ALKE SRL  
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ITALY
- (4) ALPINA BURKARD BOVENSIEPEN GMBH E CO KG  
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- (5) SOCIÉTÉ DES AUTOMOBILES ALPINE  
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- (6) ANHUI JIANGHUAI AUTOMOBILE  
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- (7) ASTON MARTIN LAGONDA LTD  
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- (9) AUDI HUNGARIA MOTOR KFT  
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- (10) AUDI SPORT GMBH  
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- (11) AUTOMOBILES CITROEN  
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92500 Rueil-Malmaison  
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- (12) AUTOMOBILES PEUGEOT  
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- (14) BEE BEE AUTOMOTIVE  
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- (15) BENTLEY MOTORS LTD  
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- (16) BLUECAR SAS  
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92800 Puteaux  
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- (17) BAYERISCHE MOTOREN WERKE AG  
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80788 München  
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- (18) BMW M GMBH  
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- (20) BUGATTI AUTOMOBILES SAS  
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- (28) FABBRICA DALLARA SRL  
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- (29) DFSK MOTOR CO LTD  
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- (30) DONKERVOORT AUTOMOBIELEN BV  
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- (38) FORD MOTOR COMPANY  
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- (45) HONDA AUTOMOBILE THAILAND CO LTD  
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- (46) HONDA MOTOR CO LTD  
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FRANCE
- (91) RENAULT TRUCKS  
99 Route de Lyon TER L10 0 01  
69806 Saint Priest Cedex  
FRANCE
- (92) ROLLS-ROYCE MOTOR CARS LTD  
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Done at Brussels, 3 June 2020.

*For the Commission*  
Frans TIMMERMANS  
*Executive Vice-President*

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## ANNEX I

Table 1

**Performance in the calendar year 2018 of individual manufacturers of passenger cars in accordance with Article 9 of Regulation (EU) 2019/631**

A	B	C	D	E	F	G	H	I	J
Manufacturer name	Pools and derogations	Number of registrations	Average mass	Average specific emissions of CO <sub>2</sub>	Specific emissions target	Distance to target	CO <sub>2</sub> savings from eco-innovations	Correction factor	Error margin
ADIDOR VOITURES SAS	DMD	100	1301,10	155,900			0,000	1,000	
ALFA ROMEO SPA	P3	78696	1519,81	127,881	135,823	-7,942	0,000	1,000	0,000
ALPINA BURKARD BOVENSIEPEN GMBH E CO KG	D	663	1930,56	200,919	218,000	-17,081	0,000	1,000	0,000
SOCIÉTÉ DES AUTOMOBILES ALPINE	P10	1533	1163,38	139,738	119,534	20,201	0,000	1,000	0,003
ANHUI JIANGHUAI AUTOMOBILE	DMD	1	1600,00	242,000			0,000	1,000	
ASTON MARTIN LAGONDA LTD	D	2096	1858,37	262,180	297,000	-34,820	0,000	1,000	0,000
AUDI AG	P14	675059	1563,21	127,279	137,806	-10,527	0,000	1,000	0,000
AUDI HUNGARIA MOTOR KFT	P14	4519	1400,83	146,996	130,385	16,611	0,000	1,000	0,000
AUDISPORT GMBH	P14	13361	1698,14	195,848	143,972	51,876	0,000	1,000	0,000
AUTOMOBILES CITROEN	P9	626462	1199,54	108,035	121,186	-13,151	0,000	1,000	0,000
AUTOMOBILES PEUGEOT	P9	982942	1265,18	106,936	124,186	-17,250	0,000	0,989	0,000
AVTOVAZ JSC	P10	3874	1268,16	181,385	124,322	57,063	0,000	1,000	0,000
BEE BEE AUTOMOTIVE	DMD	3	759,67	0,000			0,000	1,000	
BENTLEY MOTORS LTD	D	2859	2458,08	271,047	286,000	-14,953	0,000	1,000	0,000
BLUECAR SAS	DMD	415	1499,19	0,000			0,000	1,000	

A	B	C	D	E	F	G	H	I	J
Manufacturer name	Pools and derogations	Number of registrations	Average mass	Average specific emissions of CO <sub>2</sub>	Specific emissions target	Distance to target	CO <sub>2</sub> savings from eco-innovations	Correction factor	Error margin
BAYERISCHE MOTOREN WERKE AG	P1	963438	1586,85	125,035	138,886	-13,851	0,267	1,000	0,000
BMW M GMBH	P1	14599	1732,90	189,521	145,561	43,960	0,040	1,000	0,000
BEIJING BORGWARD AUTOMOTIVE CO LTD	DMD	42	1843,62	218,452			0,000	1,000	
BUGATTI AUTOMOBILES SAS	P14	19	2070,00	516,000	160,966	355,034	0,000	1,000	0,000
CATERHAM CARS LIMITED	DMD	120	621,96	138,367			0,000	1,000	
CHEVROLET ITALIA SPA		2	1324,00	96,500	126,874	-30,374	0,000	1,000	0,000
FCA US LLC	P3	162851	1592,89	142,728	139,162	3,566	0,007	1,000	0,000
CNG-TECHNIK GMBH	P4	615	1608,55	118,081	139,878	-21,797	0,000	1,000	0,000
AUTOMOBILE DACIA SA	P10	381173	1168,18	118,433	119,753	-1,322	0,000	1,000	0,002
DAIHATSU MOTOR CO LTD	DMD	5	1271,20	176,000			0,000	1,000	
DAIMLER AG	P2	929187	1601,16	133,376	139,540	-6,165	0,352	1,000	0,001
FABBRICA DALLARA SRL	DMD	3	1010,00	220,667			0,000	1,000	
DFSK MOTOR CO LTD	DMD	18	1543,06	211,556			0,000	1,000	
DONKervoort AUTOMOBIELEN BV	DMD	6	866,83	178,000			0,000	1,000	
DR AUTOMOBILES SRL	DMD	995	1399,45	156,198			0,000	1,000	
DR MOTOR COMPANY SRL	DMD	446	1264,39	151,471			0,000	1,000	

A	B	C	D	E	F	G	H	I	J
Manufacturer name	Pools and derogations	Number of registrations	Average mass	Average specific emissions of CO <sub>2</sub>	Specific emissions target	Distance to target	CO <sub>2</sub> savings from eco-innovations	Correction factor	Error margin
FERRARI SPA	D	2899	1714,30	281,353	289,000	-7,647	0,000	1,000	0,000
FCA ITALY SPA	P3	710420	1181,29	119,853	120,352	-0,499	0,003	1,000	0,000
FORD INDIA PRIVATE LIMITED	P4	37257	1087,83	115,107	116,081	-0,974	0,000	1,000	0,000
FORD MOTOR COMPANY OF AUSTRALIA LIMITED	P4	1	2277,00	228,000	170,426	57,574	0,000	1,000	0,000
FORD MOTOR COMPANY	P4	25430	1604,16	164,667	139,677	24,875	0,000	1,024	0,115
FORD-WERKE GMBH	P4	926639	1418,92	126,733	131,212	-4,496	0,014	1,035	0,017
GENERAL MOTORS HOLDINGS LLC	D	2728	1884,67	257,338	267,000	-9,662	0,000	1,000	0,000
GREAT WALL MOTOR COMPANY LIMITED	DMD	19	1655,53	197,895			0,000	1,000	
HONDA AUTOMOBILE CHINA CO LTD	P5	6	1294,83	124,333	125,541	-1,208	0,000	1,000	0,000
HONDA MOTOR CO LTD	P5	87718	1292,33	122,757	125,427	-2,670	0,126	1,000	0,000
HONDA AUTOMOBILE THAILAND CO LTD	P5	12	1327,42	125,417	127,030	-1,613	0,000	1,000	0,000
HONDA TURKIYE AS	P5	497	1367,32	130,599	128,854	1,745	0,200	1,000	0,000
HONDA OF THE UK MANUFACTURING LTD	P5	42967	1502,68	134,341	135,040	-0,699	0,043	1,000	0,000
HYUNDAI MOTOR COMPANY	P6	145300	1402,69	114,279	130,470	-16,197	0,000	1,000	0,006
HYUNDAI ASSAN OTOMOTIV SANAYI VE TICARET AS	P6	161170	1060,81	116,553	114,846	1,706	0,000	1,000	0,001

A	B	C	D	E	F	G	H	I	J
Manufacturer name	Pools and derogations	Number of registrations	Average mass	Average specific emissions of CO <sub>2</sub>	Specific emissions target	Distance to target	CO <sub>2</sub> savings from eco-innovations	Correction factor	Error margin
HYUNDAI MOTOR MANUFACTURING CZECH SRO	P6	218567	1432,92	136,500	131,852	4,644	0,000	1,000	0,004
HYUNDAI MOTOR EUROPE GMBH	P6	2205	1501,39	144,088	134,981	9,107	0,000	1,000	0,000
ITALDESIGN GIUGIARO SPA	DMD	1	1625,00	287,000			0,000	1,000	
JAGUAR LAND ROVER LIMITED	P12/ND	227361	1981,10	155,414	178,025	-22,617	0,037	1,000	0,006
KIA MOTORS CORPORATION	P7	331126	1294,67	114,242	125,534	-11,299	0,000	1,000	0,007
KIA MOTORS SLOVAKIA SRO	P7	151023	1431,15	136,109	131,771	4,334	0,000	1,000	0,004
KOENIGSEGG AUTOMOTIVE AB	DMD	1	1483,00	381,000			0,000	1,000	
KTM-SPORTMOTORCYCLE AG	DMD	60	890,00	197,200			0,000	1,000	
LADA AUTOMOBILE GMBH	DMD	953	1286,15	215,534			0,000	1,000	
AUTOMOBILI LAMBORGHINI SPA	D	1420	1810,61	336,404	315,000	21,404	0,000	1,000	0,000
LONDON EV COMPANY	DMD	33	2302,88	28,545			0,000	1,000	
LOTUS CARS LIMITED	D	687	1158,64	207,897	225,000	-17,103	0,000	1,000	0,000
MAGYAR SUZUKI CORPORATION LTD	P11/ND	85918	1227,81	124,668	123,114	1,554	0,000	1,000	0,000
MAHINDRA & MAHINDRA LTD	D	1043	1419,14	158,123	171,000	-12,877	0,000	1,000	0,000
MARUTI SUZUKI INDIA LTD	P11/ND	14025	968,48	104,549	123,114	-18,565	0,000	1,000	0,000

A	B	C	D	E	F	G	H	I	J
Manufacturer name	Pools and derogations	Number of registrations	Average mass	Average specific emissions of CO <sub>2</sub>	Specific emissions target	Distance to target	CO <sub>2</sub> savings from eco-innovations	Correction factor	Error margin
MASERATI SPA	D	7192	2131,48	218,326	239,000	-20,701	0,000	1,000	0,027
MAZDA MOTOR CORPORATION	P13	224027	1337,55	134,325	127,493	6,832	0,196	1,000	0,000
MCLAREN AUTOMOTIVE LIMITED	D	986	1516,66	251,133	265,000	-13,867	0,000	1,000	0,000
MERCEDES-AMG GMBH	P2	3382	1702,64	252,533	144,178	108,355	0,000	1,000	0,000
MG MOTOR UK LIMITED	D	8974	1305,06	133,461	146,000	-12,539	0,000	1,000	0,000
MICRO-VETT SRL	DMD	1	1367,00	0,000			0,000	1,000	
mitsubishi motors corporation MMC	P8	93803	1605,87	128,699	139,756	-11,057	0,000	1,000	0,000
mitsubishi motors europe BV MME	P8	1823	1506,39	134,607	135,209	-0,602	0,000	1,000	0,000
mitsubishi motors thailand CO LTD MMTH	P8	34410	929,90	99,856	108,864	-9,008	0,000	1,000	0,000
MORGAN TECHNOLOGIES LTD	DMD	427	1081,44	194,419			0,000	1,000	
NISSAN INTERNATIONAL SA		478323	1369,89	115,098	128,971	-13,873	0,000	1,000	0,000
NOBLE AUTOMOTIVE LTD	D	3	1416,00	336,333	338,000	-1,667	0,000	1,000	0,000
ADAM OPEL GMBH	P9	28237	1340,68	122,002	127,636	-5,644	0,000	1,000	0,010
OPEL AUTOMOBILE GMBH	P9	834250	1310,00	125,586	126,234	-0,648	0,005	1,000	0,000
PAGANI AUTOMOBILI SPA	DMD	2	1489,00	343,000			0,000	1,000	

A	B	C	D	E	F	G	H	I	J
Manufacturer name	Pools and derogations	Number of registrations	Average mass	Average specific emissions of CO <sub>2</sub>	Specific emissions target	Distance to target	CO <sub>2</sub> savings from eco-innovations	Correction factor	Error margin
PGO AUTOMOBILES	DMD	9	1163,89	169,000			0,000	1,000	
DR ING HCF PORSCHE AG	P14	63874	1855,42	181,861	151,160	30,701	0,145	1,000	0,000
PSA AUTOMOBILES SA	P9	46177	1526,33	120,427	136,121	-15,694	0,000	1,000	0,000
RENAULT SAS	P10	1247559	1314,05	110,494	126,419	-15,926	0,000	1,000	0,001
RENAULT TRUCKS	DMD	96	2185,65	182,188			0,000	1,000	
ROLLS-ROYCE MOTOR CARS LTD	P1	606	2570,57	327,853	183,842	144,011	0,000	1,000	0,000
SEAT SA	P14	436731	1273,55	117,468	124,569	-7,101	0,000	1,000	0,000
SECMA SAS	DMD	43	683,14	133,233			0,000	1,000	
SKODA AUTO AS	P14	688387	1324,22	117,110	126,884	-9,779	0,075	1,000	0,005
SSANGYONG MOTOR COMPANY	ND	14372	1664,63	164,017	167,573	-3,556	0,000	1,000	0,000
SUBARU CORPORATION	ND	32371	1580,98	160,843	164,616	-3,773	0,000	1,000	0,000
SUZUKI MOTOR CORPORATION	P11/ND	120434	979,50	109,573	123,114	-13,541	0,000	1,000	0,000
SUZUKI MOTOR THAILAND CO LTD	P11/ND	17534	883,68	98,545	123,114	-24,569	0,000	1,000	0,000
TECNO MECCANICA IMOLA SPA	DMD	2	712,00	0,000			0,000	1,000	
TESLA MOTORS LTD		19017	2331,98	0,000	172,939	-172,939	0,000	1,000	0,000
TOYOTA MOTOR EUROPE NV SA	P13	734897	1341,77	102,128	127,686	-25,558	0,000	1,000	0,000
VOLKSWAGEN AG	P14	1666765	1410,03	119,790	130,806	-11,017	0,000	1,000	0,001
VOLVO CAR CORPORATION		288764	1759,24	132,233	146,765	-14,532	0,000	1,000	0,000

Table 2

**Performance in the calendar year 2018 of pools of manufacturers of passenger cars in accordance with Article 9 of Regulation (EU) 2019/631**

A	B	C	D	E	F	G	H	I	J
Pool name	Pools and derogations	Number of registrations	Average mass	Average specific emissions of CO <sub>2</sub>	Specific emissions target	Distance to target	CO <sub>2</sub> savings from eco-innovations	Correction factor	Error margin
BMW GROUP	P1	978643	1589,64	126,123	139,014	-12,891	0,263	1,000	0,000
DAIMLER AG	P2	932569	1601,53	133,808	139,557	-5,750	0,351	1,000	0,001
FCA ITALY SPA	P3	951967	1279,69	124,430	124,849	-0,419	0,003	1,000	0,000
FORD-WERKE GMBH	P4	989942	1411,34	127,464	130,866	-3,415	0,013	1,035	0,013
HONDA MOTOR EUROPE LTD	P5	131200	1361,51	126,581	128,588	-2,007	0,099	1,000	0,000
HYUNDAI	P6	527242	1311,13	124,310	126,286	-1,980	0,000	1,000	0,004
KIA	P7	482149	1337,42	121,092	127,487	-6,400	0,000	1,000	0,005
mitsubishi motors	P8	130036	1425,60	121,150	131,517	-10,367	0,000	1,000	0,000
PSA-OPEL	P9	2518068	1269,33	113,926	124,376	-10,451	0,001	0,997	0,001
RENAULT	P10	1634139	1279,77	112,541	124,853	-12,313	0,000	1,000	0,001
SUZUKI POOL	P11/ND	237911	1061,46	113,916	123,114	-9,199	0,000	1,000	0,001
TATA MOTORS LTD, JAGUAR CARS LTD, LAND ROVER	P12/ND	227361	1981,10	155,414	178,025	-22,617	0,037	1,000	0,006
TOYOTA-MAZDA	P13	958924	1340,78	109,650	127,641	-17,991	0,046	1,000	0,000
VW GROUP PC	P14	3548716	1414,82	121,849	131,025	-9,176	0,017	1,000	0,000

Explanatory notes to Tables 1 and 2:

Column A:

Table 1: 'Manufacturer name' means the name of the manufacturer as notified to the Commission by the manufacturer concerned or, where no such notification has taken place, the name reported by the Member State.

Table 2: 'Pool name' means the name of the pool as declared by the pool manager.

Column B:

'D' means that a derogation has been granted in accordance with Article 10(3) of Regulation (EU) 2019/631 for the calendar year 2018 (small volume manufacturer);

'ND' means that a derogation has been granted in accordance with Article 10(4) of Regulation (EU) 2019/631 for the calendar year 2018 (niche manufacturer);

'DMD' means that a *de minimis* exemption applies in accordance with Article 2(4) of Regulation (EU) 2019/631, so that the manufacturer does not have to meet a specific emissions target in 2018;

'P' means that the manufacturer is a member of a pool (whose number is listed in column B of Table 2) formed pursuant to Article 6 of Regulation (EU) 2019/631 and the pooling agreement is valid for the calendar year 2018.

Column C:

'Number of registrations' means the total number of new passenger cars registered in the European Union and Iceland in the calendar year 2018 for which the manufacturer (Table 1) or the members of the pool (Table 2) are responsible.

Column D:

'Average mass' (kg) means the average of the mass in running order of all new passenger cars registered in the European Union and Iceland in the calendar year 2018 for which the manufacturer (Table 1) or the members of the pool (Table 2) are responsible.

Column E:

'Average specific emissions of CO<sub>2</sub>' (g CO<sub>2</sub>/km) means the average specific emissions of CO<sub>2</sub> of all new passenger cars registered in the European Union and Iceland in the calendar year 2018 for which the manufacturer (Table 1) or the members of the pool (Table 2) are responsible. In calculating the average specific emissions of CO<sub>2</sub> account has been taken of the following, where applicable:

- CO<sub>2</sub> emission savings resulting from the use of innovative technologies referred to in Article 11 of Regulation (EU) 2019/631 (Column H),
- the correction factor referred to in Article 7(2) of Implementing Regulation (EU) 2017/1153 (Column I).

Column F:

'Specific emissions target' (g CO<sub>2</sub>/km) means the specific emissions target of the manufacturer (Table 1) or the pool (Table 2) calculated in accordance with Annex I to Regulation (EC) No 443/2009 and with M0 being 1 392,4 or the derogation target granted pursuant to Article 10 of Regulation (EU) 2019/631. Where the manufacturer benefits from an exemption pursuant to Article 2(4) of Regulation (EU) 2019/631, no specific emissions target is specified.

Column G:

'Distance to target' (g CO<sub>2</sub>/km) means the difference between the average specific emissions of CO<sub>2</sub> specified in column E and the specific emissions target specified in column F, from which the error margin specified in column J is subtracted.

Where the value in column G is greater than zero, this means that the specific emissions target has been exceeded.

For a manufacturer, which is member of a pool, compliance with the specific emissions target is assessed at the level of the pool.

Column H:

'CO<sub>2</sub> savings from eco-innovations' (g CO<sub>2</sub>/km) means the emission savings taken into account for the calculation of the average specific emissions of CO<sub>2</sub> listed in column E, resulting from the use of innovative technologies that make a verified contribution to CO<sub>2</sub> reductions and that have been approved by the Commission in accordance with Article 11 of Regulation (EU) 2019/631.



Column I:

'Correction factor' means the correction factor calculated in accordance with Article 7(2) of Implementing Regulation (EU) 2017/1153, which was used in calculating the average specific emissions of CO<sub>2</sub> of the manufacturer (Table 1) or the pool (Table 2).

Column J:

'Error margin' (g CO<sub>2</sub>/km) means the value by which the difference between the average specific emissions of CO<sub>2</sub> (column E) and the specific emissions target (column F) has been adjusted when calculating the distance to target (column G), in order to take into account records notified to the Commission by the manufacturer (Table 1) or the pool (Table 2) with the error code B as set out in Article 9(3) of Regulation (EU) No 1014/2010.

This error margin is calculated in accordance with the following formula:

Error margin = absolute value of [(AC1 – TG1) – (AC2 – TG2)]

AC1 = average specific emissions of CO<sub>2</sub> including the records with error code B;

TG1 = specific emissions target including the records with error code B (as specified in column E);

AC2 = average specific emissions of CO<sub>2</sub> excluding the records with error code B;

TG2 = specific emissions target excluding the records with error code B.

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## ANNEX II

Table 1

**Performance in the calendar year 2018 of individual manufacturers of light commercial vehicles in accordance with Article 9 of Regulation (EU) 2019/631**

A	B	C	D	E	F	G	H	I
Manufacturer name	Pools and derogations	Number of registrations	Average mass	Average specific emissions of CO <sub>2</sub>	Specific emissions target	Distance to target	CO <sub>2</sub> savings from eco-innovations	Error margin
ALFA ROMEO SPA		3	1616,00	122,667	161,013	-38,346	0,000	0,000
ALKE SRL	DMD	34	1096,65	0,000			0,000	
JIANGSU AOXIN NEW ENERGY AUTOMOBILE CO LTD	DMD	3	1171,67	0,000			0,000	
AUDI AG	P8	1237	1700,40	132,193	168,862	-36,669	0,000	0,000
AUDI SPORT GMBH	P8	4	1585,00	192,000	158,130	33,870	0,000	0,000
AUTOMOBILES CITROEN	P10	156785	1638,78	132,161	163,131	-30,970	0,000	0,000
AUTOMOBILES PEUGEOT	P10	176718	1675,98	134,975	166,591	-31,616	0,000	0,000
AVTOVAZ JSC	P7	326	1283,71	216,890	130,110	86,780	0,000	0,000
BEE BEE AUTOMOTIVE	DMD	1	755,00	0,000			0,000	
BLUECAR SAS	DMD	5	1325,00	0,000			0,000	
BAYERISCHE MOTORENWERKE AG	DMD	142	1933,20	161,000			0,000	
BMW M GMBH	DMD	163	2066,35	167,742			0,000	
FCA US LLC	P2	4	1681,50	147,250	167,104	-19,854	0,000	0,000
CNG-TECHNIK GMBH	P3	5	1714,40	141,800	170,164	-28,364	0,000	0,000
AUTOMOBILE DACIA SA	P7	30544	1270,26	119,307	128,859	-9,552	0,000	0,000
DAIMLER AG	P1	152530	2151,97	187,662	210,858	-23,199	0,000	0,003
DFSK MOTOR CO LTD	DMD	505	1259,47	182,531			0,000	
ESAGONO ENERGIA SRL	DMD	23	1204,70	0,000			0,000	
FCA ITALY SPA	P2	143455	1681,92	149,882	167,143	-17,261	0,000	0,000

A	B	C	D	E	F	G	H	I
Manufacturer name	Pools and derogations	Number of registrations	Average mass	Average specific emissions of CO <sub>2</sub>	Specific emissions target	Distance to target	CO <sub>2</sub> savings from eco-innovations	Error margin
FORD MOTOR COMPANY OF AUSTRALIA LIMITED	P3	44561	2277,28	216,090	222,512	-6,422	0,000	0,000
FORD MOTOR COMPANY	P3	308	2196,27	208,519	214,978	-6,459	0,000	0,000
FORD-WERKE GMBH	P3	250171	1982,08	161,564	195,058	-33,495	0,000	0,001
MITSUBISHI FUSO TRUCK & BUS CORPORATION	P1	564	2089,22	243,333	205,022	38,311	0,000	0,000
GENERAL MOTORS HOLDINGS LLC	P4	364	1884,77	176,225	186,008	-9,783	0,000	0,000
GONOW AUTO CO LTD	D	12	991,25	160,167	175,000	-14,833	0,000	0,000
GOUPIL INDUSTRIE SA	DMD	477	1090,22	0,000			0,000	
GREAT WALL MOTOR COMPANY LIMITED	DMD	193	1938,99	243,202			0,000	
HONDA MOTOR CO LTD	DMD	13	1439,54	133,154			0,000	
HYUNDAI MOTOR COMPANY	P9	2061	2296,79	212,560	224,326	-11,766	0,000	0,000
HYUNDAI ASSAN OTOMOTIV SANAYI VE	P9	30	999,67	112,800	103,694	9,106	0,000	0,000
HYUNDAI MOTOR MANUFACTURING CZECH SRO	P9	48	1414,23	111,229	142,248	-31,019	0,000	0,000
ISUZU MOTORS LIMITED		12572	2064,51	195,424	202,724	-7,300	0,000	0,000
IVECO SPA		20117	2423,87	203,975	236,145	-32,170	0,000	0,000
JAGUAR LAND ROVER LIMITED		1610	2325,62	188,3	227,007	-38,737	0,000	0,030
KIA MOTORS CORPORATION	P5	1076	1467,89	122,808	147,239	-24,431	0,000	0,000
KIA MOTORS SLOVAKIA SRO	P5	316	1397,71	122,801	140,712	-17,911	0,000	0,000
LADA AUTOMOBILE GMBH	DMD	5	1250,60	214,200			0,000	
MAGYAR SUZUKI CORPORATION LTD	DMD	2	1509,66	111,000			0,000	
MAHINDRA & MAHINDRA LTD	DMD	206	1899,05	207,782			0,000	

A	B	C	D	E	F	G	H	I
Manufacturer name	Pools and derogations	Number of registrations	Average mass	Average specific emissions of CO <sub>2</sub>	Specific emissions target	Distance to target	CO <sub>2</sub> savings from eco-innovations	Error margin
MAN TRUCK & BUS AG	P8	4999	2208,39	200,974	216,105	-15,131	0,000	0,000
MAZDA MOTOR CORPORATION	DMD	60	1508,28	142,800			0,000	
MFTBC	P1	103	2475,15	238,379	240,914	-2,535	0,000	0,000
MITSUBISHI MOTORS CORPORATION MMC	P6/D	423	1840,39	176,934	190,000	-13,066	0,000	0,000
MITSUBISHI MOTORS EUROPE BV MME	P6/D	2	1765,00	167,500	190,000	-22,500	0,000	0,000
MITSUBISHI MOTORS THAILAND CO LTD MMTH	P6/D	15645	1934,39	187,475	190,000	-2,525	0,000	0,000
NISSAN INTERNATIONAL SA		50758	1899,13	162,292	187,344	-25,058	0,000	0,006
ADAM OPEL GMBH		16896	1509,68	142,775	151,125	-8,355	0,000	0,005
OPEL AUTOMOBILE GMBH	P10	63580	1870,26	168,492	184,659	-16,190	0,000	0,023
PIAGGIO & C SPA	D	3528	1096,22	150,196	155,000	-4,804	0,000	0,000
DR ING HCF PORSCHE AG	P8	35	1910,71	179,886	188,421	-8,535	0,000	0,000
PSA AUTOMOBILES SA	P10	8675	1428,54	112,147	143,579	-31,432	0,000	0,000
RENAULT SAS	P7	232645	1741,78	149,397	172,710	-23,314	0,000	0,001
RENAULT TRUCKS		8439	2326,70	208,896	227,108	-18,212	0,000	0,000
ROMANITAL SRL	DMD	56	1259,20	155,000			0,000	
SAIC MAXUS AUTOMOTIVE CO LTD	DMD	171	2178,66	246,988			0,000	
SEAT SA	P8	172	1183,85	107,256	120,823	-13,567	0,000	0,000
SKODA AUTO AS	P8	3924	1261,69	112,210	128,062	-15,852	0,000	0,000
SSANGYONG MOTOR COMPANY	D	1088	2104,94	202,024	210,000	-7,976	0,000	0,000
STREETSCOOTER GMBH	DMD	14	1588,86	0,000			0,000	
SUBARU CORPORATION	DMD	28	1609,75	156,714			0,000	

A	B	C	D	E	F	G	H	I
Manufacturer name	Pools and derogations	Number of registrations	Average mass	Average specific emissions of CO <sub>2</sub>	Specific emissions target	Distance to target	CO <sub>2</sub> savings from eco-innovations	Error margin
SUZUKI MOTOR CORPORATION	DMD	9	1083,33	131,000			0,000	
TOYOTA MOTOR EUROPE NV SA		40369	1923,84	166,188	189,642	-23,456	0,000	0,002
UAZ	DMD	1	2070,00	287,000			0,000	
UNIVERS VE HELEM	DMD	10	1062,00	0,000			0,000	
VOLKSWAGEN AG	P8	202567	1911,00	164,161	188,448	-24,287	0,000	0,000
VOLVO CAR CORPORATION	DMD	394	1669,99	118,863			0,000	

Table 2

**Performance in the calendar year 2018 of pools of manufacturers of light commercial vehicles in accordance with Article 9 of Regulation (EU) 2019/631**

A	B	C	D	E	F	G	H	I
Pool name	Pools and derogations	Number of registrations	Average mass	Average specific emissions of CO <sub>2</sub>	Specific emissions target	Distance to target	CO <sub>2</sub> savings from eco-innovations	Error margin
DAIMLER	P1	153197	2151,96	187,901	210,857	-22,959	0,000	0,003
FCA ITALY SPA	P2	143459	1681,92	149,882	167,143	-17,261	0,000	0,000
FORD-WERKE GMBH	P3	295045	2026,89	169,848	199,226	-29,378	0,000	0,000
GROUPE PSA	P10	405758	1686,76	138,652	167,593	-28,942	0,000	0,001
HYUNDAI	P9	2139	2258,80	208,887	220,793	-11,906	0,000	0,000
KIA	P5	1392	1451,96	122,806	145,757	-22,951	0,000	0,000
MITSUBISHI MOTORS	P6/D	16070	1931,89	187,195	190,000	-2,805	0,000	0,000
RENAULT	P7	263515	1686,56	145,993	167,575	-21,582	0,000	0,000
VOLKSWAGEN GROUP LCV	P8	212938	1904,20	163,839	187,815	-23,976	0,000	0,000

*Explanatory notes to Tables 1 and 2:*

Column A:

Table 1: 'Manufacturer name' means the name of the manufacturer as notified to the Commission by the manufacturer concerned or, where no such notification has taken place, the name reported by the Member State.

Table 2: 'Pool name' means the name of the pool as declared by the pool manager.

Column B:

'D' means that a derogation has been granted in accordance with Article 10(3) of Regulation (EU) 2019/631 for the calendar year 2018 (small volume manufacturer);

'DMD' means that a *de minimis* exemption applies in accordance with Article 2(4) of Regulation (EU) 2019/631, so that the manufacturer does not have to meet a specific emissions target in 2018;

'P' means that the manufacturer is a member of a pool (whose number is listed in column B of Table 2) formed pursuant to Article 6 of Regulation (EU) 2019/631 and the pooling agreement is valid for the calendar year 2018.

Column C:

'Number of registrations' means the total number of new light commercial vehicles registered in the European Union and Iceland in the calendar year 2018 for which the manufacturer (Table 1) or the members of the pool (Table 2) are responsible.

Column D:

'Average mass' (kg) means the average of the mass in running order of all new light commercial vehicles registered in the European Union and Iceland in the calendar year 2018 for which the manufacturer (Table 1) or the members of the pool (Table 2) are responsible.

Column E:

'Average specific emissions of CO<sub>2</sub>' (g CO<sub>2</sub>/km) means the average specific emissions of CO<sub>2</sub> of all new light commercial vehicles registered in the European Union and Iceland in the calendar year 2018 for which the manufacturer (Table 1) or the members of the pool (Table 2) are responsible. In calculating the average specific emissions of CO<sub>2</sub> account has been taken, where applicable, of the CO<sub>2</sub> emission savings resulting from the use of innovative technologies referred to in Article 11 of Regulation (EU) 2019/631 (Column H).

Column F:

'Specific emissions target' (g CO<sub>2</sub>/km) means the specific emissions target of the manufacturer (Table 1) or the pool (Table 2) calculated in accordance with Annex I to Regulation (EC) No 510/2011 and with M0 being 1 766,4 or the derogation target granted pursuant to Article 10 of Regulation (EU) 2019/631. Where the manufacturer benefits from an exemption pursuant to Article 2(4), no specific emissions target is specified.

Column G:

'Distance to target' (g CO<sub>2</sub>/km) means the difference between the average specific emissions of CO<sub>2</sub> specified in column E and the specific emissions target specified in column F, from which the error margin specified in column I is subtracted.

Where the value in column G is greater than zero, this means that the specific emissions target has been exceeded.

For a manufacturer, which is member of a pool, compliance with the specific emissions target is assessed at the level of the pool.

Column H:

'CO<sub>2</sub> savings from eco-innovations' (g CO<sub>2</sub>/km) means the emission savings taken into account for the calculation of the average specific emissions of CO<sub>2</sub> listed in column E, resulting from the use of innovative technologies that make a verified contribution to CO<sub>2</sub> reductions and that have been approved by the Commission in accordance with Article 11 of Regulation (EU) 2019/631.

Column I:

'Error margin' (g CO<sub>2</sub>/km) means the value by which the difference between the average specific emissions of CO<sub>2</sub> (column E) and the specific emissions target (column F) has been adjusted when calculating the distance to target (column G), in order to take into account records notified to the Commission by the manufacturer (Table 1) or the pool (Table 2) with the error code B as set out in Article 10a(1) of Commission Implementing Regulation (EU) No 293/2012 <sup>(1)</sup>.

This error margin is calculated in accordance with the following formula:

Error margin = absolute value of [(AC1 – TG1) – (AC2 – TG2)]

AC1 = average specific emissions of CO<sub>2</sub> including the records with error code B;

TG1 = specific emissions target including the records with error code B (as specified in column E);

AC2 = average specific emissions of CO<sub>2</sub> excluding the records with error code B;

TG2 = specific emissions target excluding the records with error code B.

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<sup>(1)</sup> Commission Implementing Regulation (EU) No 293/2012 of 3 April 2012 on monitoring and reporting of data on the registration of new light commercial vehicles pursuant to Regulation (EU) No 510/2011 of the European Parliament and of the Council (OJ L 98, 4.4.2012, p. 1).