

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 (Text with EEA relevance)

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

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

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

Having regard to 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 CO₂ emissions from light-duty vehicles⁽¹⁾, and in particular the first subparagraph of Article 8(9) thereof,

Whereas:

- (1) In accordance with Article 8 of Regulation (EU) No 510/2011, Member States must every year record and transmit certain data to the Commission about new light commercial vehicles registered in their territory in the previous year. As those data are to serve as the basis for determining the specific CO₂ emissions target for manufacturers of new light commercial vehicles and for the assessment of whether manufacturers comply with those targets, it is necessary to harmonise the rules on the collection and reporting of those data.
- (2) To allow for the future inclusion in Regulation (EU) No 510/2011 of vehicles in categories M₂ and N₂ in accordance with Article 13(2) of that Regulation, data for those categories of vehicles should be recorded and transmitted to the Commission.
- (3) In order to assess fully whether each manufacturer complies with its specific CO₂ emissions target established pursuant to Regulation (EU) No 510/2011 and to gain the necessary experience from the application of that Regulation, the Commission needs detailed data at manufacturer level for each vehicle series defined by type, variant and version. Member States should therefore ensure that such data are recorded and transmitted to the Commission together with the aggregated data in accordance with Article 8(2) of that Regulation.
- (4) Pursuant to Articles 18 and 26 of Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical

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units intended for such vehicles⁽²⁾, a manufacturer must ensure that each new light commercial vehicle placed on the market in the Union is accompanied by a valid certificate of conformity and a Member State may not register such a vehicle unless it is accompanied by such a certificate of conformity. Therefore, the certificate of conformity should be the primary source for the information that the Member States are required to record, make available to manufacturers pursuant to Article 8(1) of Regulation (EU) No 510/2011 and report to the Commission. In certain justified cases, Member States may also use information from sources other than the certificate of conformity, provided that the accuracy of those sources is equivalent to the certificate of conformity and, where necessary, that the Member States concerned put measures in place to guarantee that accuracy.

- (5) The data on the registration of new light commercial vehicles should be accurate and should be processed effectively for the purpose of establishing the specific emissions target in accordance with Article 4 of Regulation (EU) No 510/2011. Manufacturers should therefore provide the Commission with up-to-date information on the manufacturers' names that are used on the certificates of conformity in the different Member States of registration. That information will enable the Commission to provide the Member States with an up-dated list of designated manufacturers' names which should be used for the purpose of data reporting.
- (6) Member States should record and report information about newly registered vehicles that are designed to use alternative fuels. In order to allow the Commission to take into account reductions to the specific emissions target due to the use of ethanol (E85) fuel in accordance with Article 6 of Regulation (EU) No 510/2011, Member States should provide the Commission with the necessary information, including the proportion of filling stations in their territory and, where applicable, the total number of those which provide ethanol (E85) fuel meeting the sustainability criteria set out in Directive 2009/28/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of the use of energy from renewable sources and amending and subsequently repealing Directives 2001/77/EC and 2003/30/EC⁽³⁾, and in Article 7b of Directive 98/70/EC of the European Parliament and of the Council of 13 October 1998 relating to the quality of petrol and diesel fuels and amending Council Directive 93/12/EEC⁽⁴⁾.
- (7) In order to avoid unnecessary data duplication, the information on the number of filling stations in the respective territory of the Member States that supply ethanol (E85) fuel provided in accordance with Article 6 of Commission Regulation (EU) No 1014/2010 of 10 November 2010 on monitoring and reporting of data on the registration of new passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council⁽⁵⁾ should be used for the purposes of Article 6 of Regulation (EU) No 510/2011.
- (8) Articles 23 and 24 of Directive 2007/46/EC provide for a simplified approval procedure for which it is not required to issue a European certificate of conformity. Member States should monitor the number of vehicles registered under those procedures in order to

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assess its impact on the monitoring process and the attainment of the Union's average CO₂ emissions target for the new light commercial vehicle fleet.

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

HAS ADOPTED THIS REGULATION:

Article 1

Subject matter

This Regulation sets out the rules for collection and reporting of data on registrations of the following vehicles:

- (a) light commercial vehicles as referred to in Article 2(1) of Regulation (EU) No 510/2011;
- (b) vehicles of categories M₂ and N₂ as referred to in Article 8(10) of that Regulation.

Article 2

Definitions

For the purposes of this Regulation, the definitions set out in Articles 2 and 3 of Regulation (EU) No 510/2011 as well as the definitions of 'bi-fuel gas vehicle' and 'flex-fuel ethanol vehicle' set out in Article 2 of Commission Regulation (EC) No 692/2008⁽⁶⁾ shall apply. The following definitions shall also apply:

- (1) 'type-approval documentation' means the documents including the data specified in the third column of the table set out in Annex I to this Regulation;
- (2) 'aggregated monitoring data' means the aggregated data specified in Section 1 of Part C of Annex II to Regulation (EU) No 510/2011;
- (3) [^{F1}'detailed monitoring data' means the detailed data specified in Section 2 of Part C of Annex II to Regulation (EU) No 510/2011 which is disaggregated by manufacturer and vehicle series as defined by the type, variant and version or, where applicable, by single vehicle as defined by the vehicle identification number.]

Textual Amendments

- F1** Substituted by [Commission Implementing Regulation \(EU\) No 410/2014 of 23 April 2014 amending Implementing Regulation \(EU\) No 293/2012 as regards the monitoring of CO₂ emissions from new light commercial vehicles type-approved in a multi-stage process \(Text with EEA relevance\)](#).

Article 3

Data transmission

The aggregated monitoring data together with the detailed monitoring data shall be transmitted by the Member States via electronic data transfer to the Central Data

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Repository managed by the European Environmental Agency. Member States shall notify the Commission when the data is transmitted.

Article 4

Data sources

1 Member States shall prepare the aggregated monitoring data and the detailed monitoring data based upon information contained in the certificate of conformity or the type-approval documentation of the relevant light commercial vehicle as specified in the table in Annex I to this Regulation.

2 The parameter ‘total number of new registrations’ in the detailed monitoring data shall be determined from the total number of registration records created in each year which relate to a single vehicle.

3 The parameter ‘category of the vehicle registered’ in the detailed monitoring data shall be based on the technical characteristics of the vehicle at the time of registration.

4 Where there is more than one name of a manufacturer on the certificate of conformity or type-approval documentation, the Member State shall report the manufacturer of the base vehicle.

5 The CO₂ emission values to be reported under the parameter ‘specific emissions of CO₂’ in the detailed monitoring data shall be taken from the entry ‘combined’ in the certificate of conformity or the type-approval documentation, except in the case when the entry for ‘weighted combined’ applies.

6 In reporting the alternative fuel vehicles in the detailed monitoring data, the competent authority shall provide the fuel type and fuel mode as specified in Annex I to this Regulation.

7 In the case of bi-fuel gas or flex-fuel ethanol vehicles, the competent authority shall report the following CO₂ emission values under the parameter ‘specific emissions of CO₂ (g/km)’ in the detailed monitoring data:

- a for bi-fuel gas vehicles using petrol and gaseous fuels, the CO₂ emissions value for the liquefied petroleum gas (LPG) or natural gas (NG) in accordance with point 2 in Part A of Annex II to Regulation (EU) No 510/2011;
- b for flex-fuel ethanol vehicles using petrol and ethanol (E85) fuel referred to in Article 6 of Regulation (EU) No 510/2011, the CO₂ emission value for petrol.

In the case of point (b), Member States shall report the petrol value also where the conditions for a reduction set out in Article 6 of Regulation (EU) No 510/2011 are not met. Member States may however also report the E85 value.

8 Where the vehicle is equipped with more than one steering axle or non-steering axle of different widths, the Member State shall report the maximum axle width under the parameter ‘Track width other axle (mm)’ in the detailed monitoring data. The wheelbase for these vehicles shall be the distance between the outer front and the outer back axles.

9 Where the aggregated monitoring data and the detailed monitoring data are taken from the type-approval documentation, and where those data contain ranges of values, the Member States shall ensure that the reported data provide adequate accuracy, and are in accordance with the data contained in the certificate of conformity.

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[^{F2}10 With regard to end-of-series vehicles registered in 2020 or in 2021, the WLTP CO₂ values to be attributed to those vehicles for the purpose of the calculation of the average specific emissions shall be those determined in accordance with Article 4(2) of Commission Implementing Regulation (EU) 2017/1152⁽⁷⁾.]

Textual Amendments

- F2** Inserted by [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 the regulatory test procedure with regard to light commercial vehicles and amending Implementing Regulation \(EU\) No 293/2012 \(Text with EEA relevance\)](#).

Article 5

Data maintenance and control

The Member States shall ensure the maintenance, collection, control, verification and transmission of the aggregated monitoring data and the detailed monitoring data.

[^{F3}Article 6

Preparation of data by Member States

When completing the detailed monitoring data, Member States shall include:

- (a) for each vehicle equipped with innovative technologies, the specific emissions of CO₂ without taking into account the CO₂ emission reduction through innovative technologies approved in accordance with Article 12 of Regulation (EC) No 510/2011;
- (b) for each vehicle, the deviation factor and the verification factor determined in accordance with point 3.2.8 of Annex I to Implementing Regulation (EU) 2017/1152.

Notwithstanding the detailed data referred to in Part A of Annex II to Regulation (EU) No 510/2011, a Member State shall, with regard to the data monitored until 31 December 2017, in addition to the already required parameters in that Part, report only the deviation factor and the verification factor referred to in point (b) of this Article. From 1 January 2018 all detailed data specified in Part A of Annex II to Regulation (EU) No 510/2011 shall be monitored and reported in the formats set out in Part C of Annex II to Regulation (EU) no 510/2011.]

Textual Amendments

- F3** Substituted by [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 the regulatory test procedure with regard to light commercial vehicles and amending Implementing Regulation \(EU\) No 293/2012 \(Text with EEA relevance\)](#).

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F⁴ Article 7

[*F⁴* Reporting of filling stations supplying ethanol (E85) fuel]

Textual Amendments

- F4** Deleted by [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 the regulatory test procedure with regard to light commercial vehicles and amending Implementing Regulation \(EU\) No 293/2012 \(Text with EEA relevance\).](#)

F¹ Article 8

Vehicles not covered by EC type-approval

Where light commercial vehicles are subject to national type-approval of small series in accordance with Article 23 of Directive 2007/46/EC or to individual approvals in accordance with Article 24 of that Directive, Member States shall inform the Commission of the respective numbers of such vehicles registered in their territory.

In completing the detailed monitoring data, the competent authority shall indicate the name of the manufacturer in the column ‘Manufacturer name in Member State registry’ in the format set out in Part C of Annex II to Regulation (EU) No 510/2011, and in the column ‘Manufacturer name EU standard denomination’ either of the following:

- (a) ‘AA-IVA’ for reporting vehicle types approved individually;
- (b) ‘AA-NSS’ for reporting vehicle types approved nationally in small series.]

Textual Amendments

- F1** Substituted by [Commission Implementing Regulation \(EU\) No 410/2014 of 23 April 2014 amending Implementing Regulation \(EU\) No 293/2012 as regards the monitoring of CO₂ emissions from new light commercial vehicles type-approved in a multi-stage process \(Text with EEA relevance\).](#)

Article 9

List of manufacturers

1 Manufacturers shall notify the Commission without delay and not later than by 1 June 2012 of the names they indicate or intend to indicate on the certificates of conformity. They shall notify the Commission without delay of any changes to that information. New manufacturers entering the market shall notify the Commission without delay of the names they indicate or intend to indicate on the certificates of conformity.

2 In completing the aggregated monitoring data and the detailed monitoring data, the competent authority shall use the names of the manufacturers taken from the list that is to be drawn up by the Commission on the basis of the names notified pursuant to paragraph 1. That

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list shall be published on the internet for the first time on 1 September 2012 and shall be updated at regular intervals.

3 Where the name of a manufacturer is not included in that list, the competent authority shall use the name on the certificate of conformity or type-approval documentation for the purpose of completing the aggregated monitoring data and the detailed monitoring data.

Article 10

Additional information to be provided by manufacturers

1 For the purpose of the notification referred to in the second subparagraph of Article 8(4) of Regulation (EU) No 510/2011, manufacturers shall, at the latest by 1 June 2012, inform the Commission of the relevant name and address of the contact person to whom the notification shall be addressed.

The manufacturer shall inform the Commission without delay of any change to the provided data. New manufacturers entering the market shall inform the Commission without delay of their contact details.

[^{F4}]

2 Where a group of connected undertakings forms a pool, it shall for the purposes of determining the applicability of Article 7(6) of Regulation (EU) No 510/2011 provide evidence to the Commission of the connection between the members of the group in accordance with the criteria laid down in Article 3(2) of that Regulation.

^{F43}

^{F44}

[^{F53} For the purpose of calculating the provisional specific emissions target and the provisional average specific emissions of CO₂ and for the purpose of the verification of the input values used pursuant to point 1a.1 of Part A of Annex II to Regulation (EU) No 510/2011, Manufacturers shall submit to the Commission, via electronic data transfer to the Data Repository managed by the European Environmental Agency, the data for each base vehicle subject to multi-stage type approval that they sold in the preceding calendar year in the Union, as specified in point 1c. of Part A of Annex II to that Regulation.

The data shall be transmitted via electronic data transfer to the Data Repository managed by the European Environmental Agency.

4 Where manufacturers do not submit the detailed data referred to in paragraph 3, the provisional specific emissions target and the provisional average specific emissions shall be calculated on the basis of the detailed data as provided by the Member States.]

Textual Amendments

- F4** Deleted by [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 the regulatory test procedure with regard to light commercial vehicles and amending Implementing Regulation \(EU\) No 293/2012 \(Text with EEA relevance\).](#)

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F5 Inserted by [Commission Implementing Regulation \(EU\) 2019/987 of 29 May 2019 amending Implementing Regulation \(EU\) No 293/2012 as regards the monitoring of CO₂ emissions from new light commercial vehicles type-approved in a multi-stage process.](#)

F⁶Article 10a

Notification of errors by manufacturers

1 Manufacturers that notify errors in accordance with Article 8(5) of Regulation (EU) No 510/2011 shall use the provisional dataset notified by the Commission pursuant to Article 8(4) as a basis for their notification.

The error notification shall include all datasets relating to vehicle registrations for which the notifying manufacturer is responsible. In the case of completed vehicles, the responsible manufacturer is the manufacturer responsible for the EC type approval of the base vehicle.

The error shall be indicated by a separate entry in the dataset for each version, entitled 'Manufacturer comments', in which one of the following codes shall be specified:

- a Code A, where the records have been changed by the manufacturer;
- b Code B, where the vehicle is unidentifiable;
- c Code C, where the vehicle falls out of the scope of Regulation (EU) No 510/2011 or is out of production;
- d Code D, where the manufacturer to which a specific record has been attributed is the manufacturer of the completed vehicle but not the incomplete base vehicle.

For the purposes of point (b), a vehicle is unidentifiable where the manufacturer cannot identify the vehicle on the basis of the vehicle identification number provided by the Member State, or if the record does not contain such a number and the vehicle cannot otherwise be identified.

For the purposes of point (d), the final vehicle manufacturer shall also indicate the name of the base vehicle manufacturer in a separate entry entitled 'Manufacturer notes'.

2 Where a manufacturer has not notified errors to the Commission in accordance with paragraph 1, or where the notification is submitted after the expiry of the three-month period provided for in Article 8(5) of Regulation (EU) No 510/2011, the provisional values notified in accordance with Article 8(4) of that Regulation shall be considered as final.

3 Where the error notification referred to in paragraph 1 include vehicle identification numbers, it shall be submitted to the Data Repository referred to in Article 10(3), in other cases it shall be submitted by electronic non-erasable data carrier marked 'Notification of error — CO₂ from vans' by mail to the following address:

European Commission

Secretariat-General

1049 Bruxelles/Brussel

BELGIQUE/BELGIË

An electronic copy of the notification shall be sent for information to the following functional mailboxes:

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EC-CO2-LDV-IMPLEMENTATION@ec.europa.eu

and

CO2-monitoring@eea.europa.eu.]

Textual Amendments

- F6** Inserted by [Commission Implementing Regulation \(EU\) No 410/2014 of 23 April 2014 amending Implementing Regulation \(EU\) No 293/2012 as regards the monitoring of CO2 emissions from new light commercial vehicles type-approved in a multi-stage process \(Text with EEA relevance\)](#).

^{F3}Article 10b

Preparation of the provisional dataset

1 The provisional dataset to be notified to a manufacturer in accordance with the second subparagraph of Article 8(4) of Regulation (EU) No 510/2011 shall include the records which, on the basis of the manufacturer's name and the vehicle identification number, can be attributed to that manufacturer.

The central register referred to in the first subparagraph of Article 8(4) of Regulation (EU) No 510/2011 shall not include any data on vehicle identification numbers.

2 The processing of the vehicle identification numbers shall not include the processing of any personal data that could be linked to those numbers or any other data that could permit the linking of vehicle identification numbers with personal data.]

Textual Amendments

- F3** Substituted by [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 the regulatory test procedure with regard to light commercial vehicles and amending Implementing Regulation \(EU\) No 293/2012 \(Text with EEA relevance\)](#).

Article 11

Entry into force

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

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

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DATA SOURCES

Parameter	Certificate of conformity (Model B of Part 1 set out in Annex IX to Directive 2007/46/EC)	Type-approval documentation (Directive 2007/46/EC)
Manufacturer (complete vehicles)	Point 0.5	Point 0.5 of Part I of Annex III
Manufacturer of the base vehicle (multi-stage vehicles)	Point 0.5.1	Point 0.5 of Section I of Annex VI
Type-approval number	Point 0.10(b)	Introductory part of Annex VI
Type	Point 0.2	Point 0.2 of Part I of Annex III
Variant	Point 0.2	Part I or II of Annex III or Section 3 of Annex VIII
Version	Point 0.2	Part I or II of Annex III or Section 3 of Annex VIII
Make	Point 0.1	Point 0.1 of Part I of Annex III
Category of the vehicle type-approved	Point 0.4	Point 0.4 of Part I of Annex III
Mass in running order (complete and completed vehicles) (kg)	Section 13	Point 2.6 of Part I of Annex III, or from 10 January 2014, point 2.6(b) of Part I of Annex III (in case of range, the minimum mass shall be taken)
Mass in running order (base vehicle) (kg)	Section 14	Point 2.17.1 of Annex I
Technically permissible maximum laden mass (of the base vehicle in the case of multi-stage vehicles) (kg)	Point 16.1	Point 2.8 of Part I of Annex III
Footprint — Wheel base (mm)	Section 4	Point 2.1 of Part I of Annex III ^a
Footprint — Track width (mm)	Section 30	Points 2.3.1 and 2.3.2 of Part I of Annex III ^b
a	In accordance with Article 4(9) of this Regulation.	
b	In accordance with Article 4(8) and (9) of this Regulation.]	
c	[^{F4}]	

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[^{F3} Specific NEDC CO ₂ emissions (g/km)	Section 49.1	Section 3 of Annex VIII]
Fuel type	Section 26	Point 3.2.2.1 of Part 1 of Annex III
Fuel mode	Point 26.1	Point 3.2.2.4 of Part 1 of Annex III
Engine capacity (cm ³)	Section 25	Point 3.2.1.3 of Part 1 of Annex III
Electric energy consumption (Wh/km)	Point 49.2	Section 3 of Annex VIII
[^{F4}]		
Vehicle identification number	Point 0.10	Point 9.17 of Part I of Annex III
Default added mass		Point 2.17.2 of Annex I
[^{F2} Specific WLTP CO ₂ emissions (g/km)	Section 49.4	n/a
Total NEDC CO ₂ emissions savings due to the eco-innovation(s)	Section 49.3.2.1	Section 4 of Annex VIII
Total emissions WLTP CO ₂ savings due to the eco-innovation(s)	Section 49.3.2.2	
Test mass WLTP	Section 47.1.1	n/a
Deviation factor De	Section 49.1	Appendix to the Addendum to the type approval certificate set out in Appendix 4 to Annex I to Regulation (EU) 2017/1151
Verification factor (‘1’ or ‘0’)	Section 49.1	Appendix to the Addendum to the type approval certificate set out in Appendix 4 to Annex I to Regulation (EU) 2017/1151
Vehicle family identification number		Point 5.0 of Annex XXI to Regulation (EU) 2017/1151]
a	In accordance with Article 4(9) of this Regulation.	
b	In accordance with Article 4(8) and (9) of this Regulation.]	
c	[^{F4}]	

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ANNEX II

TABLE OF DATA PRECISION

The required precision of the detailed monitoring data to be reported in accordance with Article 6

CO ₂ (g/km)	integer
Mass (kg)	integer
Technically permissible maximum laden mass (kg)	integer
Footprint — Wheel base (mm)	integer
Footprint — Track width (mm)	integer
Engine capacity (cm ³)	integer
Electric energy consumption (Wh/km)	integer
Emission reduction through innovative technologies (g/km)	rounded to the nearest one decimal place

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- (1) OJ L 145, 31.5.2011, p. 1.
- (2) OJ L 263, 9.10.2007, p. 1.
- (3) OJ L 140, 5.6.2009, p. 16.
- (4) OJ L 350, 28.12.1998, p. 58.
- (5) OJ L 293, 11.11.2010, p. 15.
- (6) OJ L 199, 28.7.2008, p. 1.
- (7) [^{F2}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 the regulatory test procedure with regard to light commercial vehicles and amending Commission Implementing Regulation (EU) No 293/2012 (OJ L 175, 7.7.2017, p. 664).]

Textual Amendments

- F2** Inserted by 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 the regulatory test procedure with regard to light commercial vehicles and amending Implementing Regulation (EU) No 293/2012 (Text with EEA relevance).

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