

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)

Changes to legislation: There are currently no known outstanding effects for the Regulation (EU) 2019/631 of the European Parliament and of the Council, ANNEX 4. (See end of Document for details)

[^{F1}][^{F2}ANNEX 4

DEROGATION THRESHOLDS

Textual Amendments

- F1** Annex 4 substituted (31.12.2020) by The Road Vehicle Carbon Dioxide Emission Performance Standards (Cars and Vans) (Amendment) (EU Exit) Regulations 2020 (S.I. 2020/1418), regs. 1(3), **3(29)**
- F2** Annexes 1-5 revoked (E.W.S.) (3.1.2024) by The Vehicle Emissions Trading Schemes Order 2023 (S.I. 2023/1394), arts. 1(b), **110(1)** (with arts. 116, 117)

Small volume derogation thresholds

1. For each of the years from 2020 to 2024—
 - (a) the small volume derogation threshold in relation to a manufacturer that was responsible for new passenger cars registered in both the United Kingdom and in an EEA state in the period beginning with 1 January 2017 and ending with 31 December 2017 (“the relevant period”) is:

$$\frac{UK + EEA}{UK + EEA} \times 10,000$$

where:

“EEA” is the number of new passenger cars registered in an EEA state in the relevant period for which that manufacturer was responsible, and

“UK” is the number of new passenger cars registered in the United Kingdom in the relevant period for which that manufacturer was responsible,

- (b) the small volume derogation threshold in relation to a manufacturer not falling within point (a) is 1,700,
- (c) the small volume derogation threshold in relation to a manufacturer that was responsible for new light commercial vehicles registered in both the United Kingdom and in an EEA state in the period beginning with 1 January 2017 and ending with 31 December 2017 (“the relevant period”) is:

$$\frac{UK + EEA}{UK + EEA} \times 22,000$$

where:

“EEA” is the number of new light commercial vehicles registered in an EEA state in the relevant period for which that manufacturer was responsible, and

“UK” is the number of new light commercial vehicles registered in the United Kingdom in the relevant period for which that manufacturer was responsible,

- (d) the small volume derogation threshold in relation to a manufacturer not falling within point (c) is 4,300.
2. For 2025 and subsequent years, the small volume derogation threshold is to be such amount as is specified in Regulations.

Niche volume derogation thresholds

3. For each of the years from 2020 to 2024—
 - (a) the niche volume derogation threshold in relation to a manufacturer that was responsible for new passenger cars registered in both the United Kingdom and in an

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EEA state in the period beginning with 1 January 2017 and ending with 31 December 2017 (“the relevant period”) is:

$\frac{UK}{EEA} \times 300,000$
where:

“EEA” is the number of new passenger cars registered in an EEA state in the relevant period for which that manufacturer was responsible, and

“UK” is the number of new passenger cars registered in the United Kingdom in the relevant period for which that manufacturer was responsible,

- (b) the niche volume derogation threshold in relation to a manufacturer not falling within point (a) is 50,000.
- 4. For 2025 and subsequent years, the niche volume derogation threshold shall be such amount as is specified in Regulations.]]

Changes to legislation:

There are currently no known outstanding effects for the Regulation (EU) 2019/631 of the European Parliament and of the Council, ANNEX 4.