
Changes to legislation: This version of this Regulation was derived from EUR-Lex on IP completion day (31 December 2020 11:00 p.m.). It has not been amended by the UK since then. Find out more about legislation originating from the EU as published on [legislation.gov.uk](https://www.legislation.gov.uk). (See end of Document for details)

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)

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[^{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:

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

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

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