

Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO<sub>2</sub> 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:** 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](http://legislation.gov.uk). (See end of Document for details)

## [<sup>F1</sup>ANNEX I

### Textual Amendments

- F1** 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)

## PART A

### SPECIFIC EMISSIONS TARGETS FOR PASSENGER CARS

- For the calendar year 2020, the specific emissions of CO<sub>2</sub> for each new passenger car shall, for the purposes of the calculations in this point and in point 2, be determined in accordance with the following formula:

$$\text{Specific emissions of CO}_2 = 95 + a \cdot (M - M_0)$$

where:

M	=	Mass in running order of the vehicle in kilograms (kg)
M <sub>0</sub>	=	1 379,88
a	=	0,0333

- The specific emissions target for a manufacturer in 2020 shall be calculated as the average of the specific emissions of CO<sub>2</sub> determined according to point 1, of each new passenger car registered in that calendar year of which it is the manufacturer.
- [<sup>F2</sup>Subject to points 3a to 3c,] the specific emissions reference target for a manufacturer in 2021 shall be calculated as follows:

### Textual Amendments

- F2** Words in [Annex 1 Pt. A point 3](#) inserted (26.11.2021) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars and Vans\) \(Miscellaneous Amendments\) Regulations 2021 \(S.I. 2021/1242\)](#), regs. 1(2), **2(2)(a)**

WLTP specific emissions reference target =  $WLTP_{CO_2} \times NEDC_{2020} \text{target} / NEDC_{CO_2}$

where:

WLTP <sub>CO2</sub>	is the average specific emissions of CO <sub>2</sub> in 2020 determined in accordance with Annex XXI to Regulation (EU) 2017/1151 [ <sup>F3</sup> , as it had effect in EU law immediately before IP completion day,] and calculated in accordance with the second indent of Article 4(3) of this Regulation, without including CO <sub>2</sub> savings resulting from the application of Articles 5 and 11 of this Regulation;
NEDC <sub>CO2</sub>	is the average specific emissions of CO <sub>2</sub> in 2020 determined in accordance with Implementing Regulation (EU) 2017/1153 [ <sup>F4</sup> , as it had effect in EU law immediately before IP completion day,] and calculated in accordance with the second indent of Article 4(3) of this Regulation, without including CO <sub>2</sub> savings resulting from the application of Articles 5 and 11 of this Regulation;

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NEDC<sub>2020target</sub> is the 2020 specific emissions target calculated in accordance with points 1 and 2.

#### Textual Amendments

- F3** Words in Annex 1 Pt. A point 3 inserted (31.12.2022 at 11.00 p.m.) by The Road Vehicle Carbon Dioxide Emission Performance Standards (Cars, Vans and Heavy Duty Vehicles) (Amendment) Regulations 2022 (S.I. 2022/1361), regs. 1(2), **3(10)(a)(i)**
- F4** Words in Annex 1 Pt. A point 3 inserted (31.12.2022 at 11.00 p.m.) by The Road Vehicle Carbon Dioxide Emission Performance Standards (Cars, Vans and Heavy Duty Vehicles) (Amendment) Regulations 2022 (S.I. 2022/1361), regs. 1(2), **3(10)(a)(ii)**

[<sup>F5</sup>3a. For a manufacturer for which WLTP<sub>CO2</sub> or NEDC<sub>CO2</sub> is zero, the specific emission reference target in 2021 shall be NEDC<sub>2020target</sub> as defined in point 3.

#### Textual Amendments

- F5** Annex 1 Pt. A points 3a-3c inserted (26.11.2021) by The Road Vehicle Carbon Dioxide Emission Performance Standards (Cars and Vans) (Miscellaneous Amendments) Regulations 2021 (S.I. 2021/1242), regs. 1(2), **2(2)(b)**

- 3b. For a manufacturer that is placing passenger cars on the United Kingdom market for the first time in any of the calendar years 2021 to 2024, the specific emission reference target in 2021 shall be the average of the specific emissions reference targets determined for all manufacturers in accordance with point 3, weighted according to the number of new passenger cars that were registered for those manufacturers in the United Kingdom in 2020.
- 3c. Notwithstanding point 3b, where in any of the calendar years 2021 to 2024, a manufacturer is placing passenger cars on the market of the United Kingdom for the first time, but that manufacturer was formed by a merger of two or more manufacturers of which at least one was responsible for new passenger cars registered in the United Kingdom in 2020, the specific emission reference target in 2021 for the new manufacturer shall be one of the following:
- (a) where two or more of the merging manufacturers were responsible for new passenger cars registered in the United Kingdom in 2020, the specific emission reference target in 2021 shall be the average of the specific emission reference targets determined for those manufacturers in accordance with point 3, weighted according to the number of new passenger cars that were registered for those manufacturers in the United Kingdom in 2020;
- (b) where only one of the merging manufacturers was responsible for new passenger cars registered in the United Kingdom in 2020, the specific emission reference target in 2021 determined in accordance with point 3 for that manufacturer.]
4. [<sup>F6</sup>Subject to points 4a and 4b,] for the calendar years 2021 to 2024, the specific emissions target for a manufacturer shall be calculated as follows:

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### Textual Amendments

- F6** Words in [Annex 1 Pt. A point 4](#) inserted (26.11.2021) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars and Vans\) \(Miscellaneous Amendments\) Regulations 2021 \(S.I. 2021/1242\)](#), regs. 1(2), **2(2)(d)**

Specific emissions target =  $WLTP_{\text{reference target}} + a [(M_{\theta} - M_0) - (M_{\theta 2020} - M_{0,2020})]$

where:

- $WLTP_{\text{reference target}}$  is the 2021 WLTP specific emissions reference target calculated in accordance with point 3;
- $a$  is 0,0333;
- $M_{\theta}$  is the average of the  $[^{F7}\text{mass in running order (M) of the new NI passenger cars}]$  of the manufacturer registered in the relevant target year in kilograms (kg);
- $M_0$  is 1 379,88 in 2021, and  $[^{F8}1,435.77]$  for the years 2022, 2023 and 2024;
- $M_{\theta 2020}$  is the average of the mass in running order (M) of the new passenger cars of the manufacturer registered in 2020 in kilograms (kg);
- $M_{0,2020}$  is 1 379,88.

### Textual Amendments

- F7** Words in [Annex 1 Pt. A point 4](#) substituted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(12)(a)** (with art. 117)
- F8** Word in [Annex 1 Pt. A point 4](#) substituted (26.11.2021) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars and Vans\) \(Miscellaneous Amendments\) Regulations 2021 \(S.I. 2021/1242\)](#), regs. 1(2), **2(2)(c)**

- $[^{F9}4a.$  For a manufacturer that is placing passenger cars on the United Kingdom market for the first time in any of the calendar years 2021 to 2024, when calculating the specific emissions target in point 4,  $M_{\theta 2020}$  shall be the average of the  $M_{\theta 2020}$  values determined for all manufacturers determined in accordance with point 4, weighted according to the number of new passenger cars that were registered for those manufacturers in the United Kingdom in 2020.

### Textual Amendments

- F9** [Annex 1 Pt. A points 4a, 4b](#) inserted (26.11.2021) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars and Vans\) \(Miscellaneous Amendments\) Regulations 2021 \(S.I. 2021/1242\)](#), regs. 1(2), **2(2)(e)**

- 4b. Notwithstanding point 4a, where in any of the calendar years 2021 to 2024 a manufacturer is placing passenger cars on the market of the United Kingdom for the first time, but that manufacturer was formed by a merger of two or more manufacturers of which at least one was responsible for new passenger cars registered in the United Kingdom in 2020, when calculating the specific emissions target in point 4,  $M_{\theta 2020}$  for the new manufacturer shall be one of the following:

- (a) where two or more of the merging manufacturers were responsible for new passenger cars registered in the United Kingdom in 2020,  $M_{\theta 2020}$  shall be the average of

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the  $M_{02020}$  values determined for those manufacturers in accordance with point 4, weighted according to the number of new passenger cars that were registered for those manufacturers in the United Kingdom in 2020;

- (b) where only one of the merging manufacturers was responsible for new passenger cars registered in the United Kingdom in 2020,  $M_{02020}$  shall be determined in accordance with point 4 for that manufacturer.]

5. <sup>[F10]</sup> Derogation targets in accordance with Article 10(3) or 10(4)

**Textual Amendments**

**F10** Annex 1 Pt. A point 5 substituted (26.11.2021) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars and Vans\) \(Miscellaneous Amendments\) Regulations 2021 \(S.I. 2021/1242\)](#), regs. 1(2), **2(2)(f)**

- (a) For a manufacturer that has been granted a derogation in accordance with Article 10(3) from its NEDC based specific emissions target in calendar year 2021, or a derogation in accordance with Article 10(4) from its specific emission targets in any of the calendar years 2021 to 2024, the WLTP based derogation target for those years shall be calculated as follows:

$$\text{Derogation target} = \text{WLTP}_{\text{CO}_2} \cdot \left( \frac{\text{NEDC}_{\text{derogationtarget}}}{\text{NEDC}_{\text{CO}_2}} \right)$$

Where:

$\text{WLTP}_{\text{CO}_2}$  is  $\text{WLTP}_{\text{CO}_2}$  as defined in point 3;

<sup>[F11]</sup>  $\text{NEDCCO}_2$  is  $\text{NEDCCO}_2$  as defined in point 3];

**Textual Amendments**

**F11** Words in Annex 1 Pt. A point 5 substituted (31.12.2022 at 11.00 p.m.) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars, Vans and Heavy Duty Vehicles\) \(Amendment\) Regulations 2022 \(S.I. 2022/1361\)](#), regs. 1(2), **3(10)(b)**

$\text{NEDC}_{\text{derogationtarget}}$  is the derogation target granted by the Secretary of State pursuant to Article 10(3) or 10(4) as the case may be.

- (b) Notwithstanding point (a), where a manufacturer is granted a derogation in accordance with Article 10(4) from the specific emission targets in any of the calendar years 2021 to 2024, but was not responsible for the registration of new passenger cars in the United Kingdom prior to 2021, the derogation target for any of those calendar years shall be calculated in accordance with the formula in point (a), where the following definitions shall apply:

$\text{WLTP}_{\text{CO}_2}$  is the average value across all individual manufacturers, weighted by the number of new passenger cars registered in 2020, of  $\text{WLTP}_{\text{CO}_2}$  as defined in point 3;

$\text{NEDC}_{\text{CO}_2}$  is the average value across all individual manufacturers, weighted by the number of new passenger cars registered in 2020, of  $\text{NEDC}_{\text{CO}_2}$  as defined in point 3;

$\text{NEDC}_{\text{derogationtarget}}$  is the derogation target calculated in accordance with Article 10(4), in conjunction with Article 6(3) of [Commission Regulation \(EU\) No 63/2011](#) of 26 January

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2011 laying down detailed provisions for the application for a derogation from the specific CO<sub>2</sub> emission targets pursuant to Article 11 of Regulation (EC) No 443/2009 of the European Parliament and of the Council.]

6. From 1 January 2025, the [<sup>F12</sup>Northern Ireland fleet-wide] targets and the specific emissions targets for a manufacturer shall be calculated as follows:

#### Textual Amendments

**F12** Annex 1 Pt. A point 6: the words "Northern Ireland fleet-wide" substituted for "United Kingdom fleet-wide" (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(12)(b)(i)** (with art. 117) [Editorial note: For technical reasons the editorial team has been unable to carry out this substitution where the relevant words occur in formulas contained in image files.]

- 6.0. [<sup>F12</sup>Northern Ireland fleet-wide] target<sub>2021</sub>

[<sup>F12</sup>Northern Ireland fleet-wide] target<sub>2021</sub> is the average, weighted by the number of new passenger cars [<sup>F13</sup>registered in the United Kingdom in 2021], of the reference-values<sub>2021</sub> determined for each individual manufacturer for which a specific emissions target applies in accordance with point 4.

#### Textual Amendments

**F13** Words in Annex 1 Pt. A point 6 substituted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(12)(b)(ii)** (with art. 117)

The reference-value<sub>2021</sub> shall be determined, for each manufacturer, as follows:

$$\text{reference-value}_{2021} = \text{WLTPCO}_{2,\text{measured}} \times \text{NEDC}_{2020,\text{Fleet}} - \text{TargetNEDCCO}_2 + aM_{\theta 2021} - M_{0,2021}$$

where:

**WLTP<sub>CO<sub>2</sub>,measured</sub>** is the average, for each manufacturer, of the measured CO<sub>2</sub> emissions combined of each new passenger car [<sup>F14</sup>registered in the United Kingdom in 2020], as determined and reported in accordance with Article 7a of Implementing Regulation (EU) 2017/1153 [<sup>F15</sup>, as it had effect in EU law immediately before IP completion day];

**NEDC<sub>2020,Fleet</sub>** is 95 g/km;

**Target NEDC<sub>CO<sub>2</sub></sub>** is as defined in point 3;

**M<sub>θ2021</sub>** is the average of the mass in running order of the new passenger cars of the manufacturer [<sup>F13</sup>registered in the United Kingdom in 2021] in kilograms (kg);

**M<sub>0,2021</sub>** is the average mass in running order in kilograms (kg) of all new passenger cars [<sup>F13</sup>registered in the United Kingdom in 2021] of those manufacturers for which a specific emissions target applies in accordance with point 4;

**a** is as defined in point 4.

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### Textual Amendments

**F14** Words in Annex 1 Pt. A point 6.0 substituted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(12)(b)(iii)** (with art. 117)

**F15** Words in Annex 1 Pt. A point 6.0 inserted (31.12.2022 at 11.00 p.m.) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars, Vans and Heavy Duty Vehicles\) \(Amendment\) Regulations 2022 \(S.I. 2022/1361\)](#), regs. 1(2), **3(10)(c)**

6.1.  $[\text{F12}^{\text{Northern Ireland fleet-wide}}]$  targets for 2025 and 2030

6.1.1.  $[\text{F12}^{\text{Northern Ireland fleet-wide}}]$  target for 2025 to 2029

$[\text{F12}^{\text{Northern Ireland fleet-wide}}]$  target<sub>2025</sub> =  $[\text{F12}^{\text{Northern Ireland fleet-wide}}]$  target<sub>2021</sub> · (1 – reduction factor<sub>2025</sub>)

where:

$[\text{F12}^{\text{Northern Ireland fleet-wide}}]$  target<sub>2021</sub> is as defined in point 6.0;

reduction factor<sub>2025</sub>

is the reduction specified in point (a) of Article 1(4).

6.1.2.  $[\text{F12}^{\text{Northern Ireland fleet-wide}}]$  target for 2030 onwards

$[\text{F12}^{\text{Northern Ireland fleet-wide}}]$  target<sub>2030</sub> =  $[\text{F12}^{\text{Northern Ireland fleet-wide}}]$  target<sub>2021</sub> · (1 – reduction factor<sub>2030</sub>)

where:

$[\text{F12}^{\text{Northern Ireland fleet-wide}}]$  target<sub>2021</sub> is as defined in point 6.0;

reduction factor<sub>2030</sub>

is the reduction specified in point (a) of Article 1(5).

6.2. Specific emissions reference targets from 2025 onwards

6.2.1. Specific emissions reference targets for 2025 to 2029

The specific emissions reference target =  $[\text{F12}^{\text{Northern Ireland fleet-wide}}]$  target<sub>2025</sub> + a<sub>2025</sub> · (TM – TM<sub>0</sub>)

where:

$[\text{F12}^{\text{Northern Ireland fleet-wide}}]$  target<sub>2025</sub> is as determined in accordance with point 6.1.1;

a<sub>2025</sub>

is  $[\text{F16}^{\text{F12F17}}]$

a<sub>2021</sub> × Great Britain fleet-wide target<sub>2025</sub> Average emissions<sub>2021</sub>

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### Textual Amendments

- F16** Annex 1 Pt. A Point 6: the words “Great Britain fleet-wide” substituted for “EU fleet-wide” (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(22)(b)(i)** [Editorial note: For technical reasons the editorial team has been unable to carry out this substitution where the relevant words occur in formulas contained in image files.]
- F17** Annex 1 Pt. A Point 6: the words "United Kingdom fleet-wide" substituted for "Great Britain fleet-wide" (1.9.2021) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars and Vans\) \(Amendment\) \(EU Exit\) Regulations 2021 \(S.I. 2021/898\)](#), regs. 1(2), **2(10)(a)** [Editorial note: For technical reasons the editorial team has been unable to carry out this substitution where the relevant words occur in formulas contained in image files.]

where:

- $a_{2021}$  is the slope of the best fitting straight line established by applying the linear least squares fitting method to the test mass (independent variable) and the specific emissions of CO<sub>2</sub> (dependent variable) of each new passenger car [<sup>F13</sup>registered in the United Kingdom in 2021];
- average emissions<sub>2021</sub> is the average of the specific emissions of CO<sub>2</sub> of all new passenger cars [<sup>F13</sup>registered in the United Kingdom in 2021] of those manufacturers for which a specific emissions target is calculated in accordance with point 4;
- TM is the average test mass in kilograms (kg) of all new passenger cars of the manufacturer registered in the relevant calendar year;
- TM<sub>0</sub> is the value in kilograms (kg) determined in accordance with point (d) of Article 14(1).

#### 6.2.2. Specific emissions reference targets for 2030 onwards

The specific emissions reference target = [<sup>F12</sup>Northern Ireland fleet-wide] target<sub>2030</sub> +  $a_{2030} \cdot (TM - TM_0)$

where:

- [<sup>F12</sup>Northern Ireland fleet-wide] target<sub>2030</sub> is as determined in accordance with point 6.1.2;
- $a_{2030}$  is  $i_{F16F12F17}$
- $a_{2021} \times \text{Great Britain fleet-wide target}_{2030}$  Average emissions<sub>2021</sub>

where:

- $a_{2021}$  is as defined in point 6.2.1;
- average emissions<sub>2021</sub> is as defined in point 6.2.1;
- TM is as defined in point 6.2.1;
- TM<sub>0</sub> is as defined in point 6.2.1.

#### 6.3. Specific emissions targets from 2025 onwards

Specific emissions target = specific emissions reference target · ZLEV factor

where:

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specific emissions reference target is the specific emissions reference target of CO<sub>2</sub> determined in accordance with point 6.2.1 for the period 2025 to 2029 and point 6.2.2 for 2030 onwards;

ZLEV factor is  $(1 + y - x)$ , unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be;

where:

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of new passenger cars calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as ZLEV<sub>specific</sub> in accordance with the following formula, divided by the total number of [<sup>F18</sup>new NI passenger cars registered in the relevant calendar year]:

$$\text{ZLEV}_{\text{specific}} = 1 - \text{specific emissions of CO}_2 \times 0,750$$

<sup>F19</sup>

x is 15 % in the years 2025 to 2029 and 35 % from 2030 onwards.

#### Textual Amendments

**F18** Words in Annex 1 Pt. A point 6.3 substituted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(12)(b)(iv)** (with art. 117)

**F19** Words in Annex 1 Pt. A Point 6.3 omitted (31.12.2020) by virtue of [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars and Vans\) \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1418\)](#), regs. 1(3), **3(22)(b)(ii)**

## PART B

### SPECIFIC EMISSIONS TARGETS FOR LIGHT COMMERCIAL VEHICLES

- For the calendar year 2020, the specific emissions of CO<sub>2</sub> for each new light commercial vehicle shall, for the purposes of the calculations in this point and in point 2, be determined in accordance with the following formula:

$$\text{Specific emissions of CO}_2 = 147 + a \cdot (M - M_0)$$

where:

M = Mass in running order of the vehicle in kilograms (kg)

M<sub>0</sub> = 1 766,4

a = 0,096

- The specific emissions target for a manufacturer in 2020 shall be calculated as the average of the specific emissions of CO<sub>2</sub> determined according to point 1 of each new light commercial vehicle registered in that calendar year of which it is the manufacturer.
- [<sup>F20</sup>Subject to points 3a to 3c,] the specific emissions reference target for a manufacturer in 2021 shall be calculated as follows:

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### Textual Amendments

**F20** Words in [Annex 1 Pt. B point 3](#) inserted (26.11.2021) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars and Vans\) \(Miscellaneous Amendments\) Regulations 2021 \(S.I. 2021/1242\)](#), regs. 1(2), **2(3)(a)**

WLTP specific emissions reference target =  $WLTP_{CO_2} \times NEDC_{2020target} / NEDCCO_2$

where:

$WLTP_{CO_2}$  is the average specific emissions of CO<sub>2</sub> in 2020 determined in accordance with Annex XXI to Regulation (EU) 2017/1151 [<sup>F21</sup>, as it had effect in EU law immediately before IP completion day,] without including CO<sub>2</sub> savings resulting from the application of Article 11 of this Regulation;

$NEDC_{CO_2}$  is the average specific emissions of CO<sub>2</sub> in 2020 determined in accordance with Implementing Regulation (EU) 2017/1152, [<sup>F22</sup>as it had effect in EU law immediately before IP completion day,] without including CO<sub>2</sub> savings resulting from the application of Article 11 of this Regulation;

$NEDC_{2020target}$  is the 2020 specific emissions target calculated in accordance with points 1 and 2.

### Textual Amendments

**F21** Words in [Annex 1 Pt. B point 3](#) inserted (31.12.2022 at 11.00 p.m.) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars, Vans and Heavy Duty Vehicles\) \(Amendment\) Regulations 2022 \(S.I. 2022/1361\)](#), regs. 1(2), **3(11)(a)(i)**

**F22** Words in [Annex 1 Pt. B point 3](#) inserted (31.12.2022 at 11.00 p.m.) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars, Vans and Heavy Duty Vehicles\) \(Amendment\) Regulations 2022 \(S.I. 2022/1361\)](#), regs. 1(2), **3(11)(a)(ii)**

[<sup>F23</sup>3a. For a manufacturer for which  $WLTP_{CO_2}$  or  $NEDC_{CO_2}$  is zero, the specific emission reference target in 2021 shall be  $NEDC_{2020target}$  as defined in point 3.

### Textual Amendments

**F23** [Annex 1 Pt. B points 3a-3c](#) inserted (26.11.2021) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars and Vans\) \(Miscellaneous Amendments\) Regulations 2021 \(S.I. 2021/1242\)](#), regs. 1(2), **2(3)(b)**

3b. For a manufacturer that is placing light commercial vehicles on the market of the United Kingdom for the first time in any of the calendar years 2021 to 2024, the specific emission reference target in 2021 shall be the average of the specific emissions reference targets determined for all manufacturers in accordance with point 3, weighted according to the number of new light commercial vehicles that were registered for those manufacturers in the United Kingdom in 2020.

3c. Notwithstanding point 3b, where in any of the calendar years 2021 to 2024, a manufacturer is placing light commercial vehicles on the market of the United Kingdom for the first time, but that manufacturer was formed by a merger of two or

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more manufacturers of which at least one was responsible for new light commercial vehicles registered in the United Kingdom in 2020, the specific emission reference target in 2021 for the new manufacturer shall be one of the following:

- (a) where two or more of the merging manufacturers were responsible for new light commercial vehicles registered in the United Kingdom in 2020, the specific emission reference target in 2021 shall be the average of the specific emission reference targets determined for those manufacturers in accordance with point 3, weighted according to the number of new light commercial vehicles that were registered for those manufacturers in the United Kingdom in 2020;
  - (b) where only one of the merging manufacturers was responsible for new light commercial vehicles registered in the United Kingdom in 2020, the specific emission reference target in 2021 determined in accordance with point 3 for that manufacturer.]
4. [F24Subject to points 4a and 4b,] for the calendar years 2021 to 2024, the specific emissions target for a manufacturer shall be calculated as follows:

#### Textual Amendments

**F24** Words in Annex 1 Pt. B point 4 inserted (26.11.2021) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars and Vans\) \(Miscellaneous Amendments\) Regulations 2021 \(S.I. 2021/1242\)](#), regs. 1(2), **2(3)(c)**

Specific emissions target =  $WLTP_{\text{reference target}} + a [(M_0 - M_0) - (M_{0,2020} - M_{0,2020})]$

where:

$WLTP_{\text{reference target}}$  is the 2021 WLTP specific emissions reference target calculated in accordance with point 3;

$a$  is 0,096;

[F25] $M_0$  is the average of the [F26mass (M) of the new NI light commercial vehicles] of the manufacturer registered in the relevant target year in kilograms (kg):

where:

— in the case of an incomplete base vehicle related to a completed vehicle,  $M$  is the monitoring mass ( $M_{\text{mon}}$ ) of that base vehicle, determined in accordance with the following formula:

$$M_{\text{mon}} = MRO_{\text{base}} \times B_0$$

where:

$MRO_{\text{base}}$  is the mass in running order of the base vehicle concerned

[F27] $M_0$  is as defined in point 1.2.4(a) of Part A of Annex III; is 1 766,4 in 2020, 1 825,23 for the years 2021, 2022 and 2023, and for 2024 the value adopted pursuant to point (b) of Article 14(1);]

$M_{0,2020}$  is the average of the mass in running order (M) of the new light commercial vehicles of the manufacturer registered in 2020 in kilograms (kg);

$M_{0,2020}$  is 1 766,4.

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#### Textual Amendments

- F25** Substituted by [Commission Delegated Regulation \(EU\) 2020/22](#) of 31 October 2019 amending Annexes I and III to Regulation (EU) 2019/631 of the European Parliament and of the Council as regards the monitoring of CO<sub>2</sub> emissions from new light commercial vehicles type-approved in a multi-stage process (Text with EEA relevance).
- F26** Words in Annex 1 Pt. B point 4 substituted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023](#) (S.I. 2023/1394), arts. 1(b), **110(13)(c)** (with art. 117)
- F27** Substituted by [Commission Delegated Regulation \(EU\) 2020/1590](#) of 19 August 2020 amending Annex I to Regulation (EU) 2019/631 of the European Parliament and of the Council in order to take into account the evolution of the mass of new light commercial vehicles registered in 2016, 2017 and 2018 (Text with EEA relevance).

- [<sup>F28</sup>4a. For a manufacturer that is placing light commercial vehicles on the United Kingdom market for the first time in any of the calendar years 2021 to 2024, when calculating the specific emissions target in point 4,  $M_{o2020}$  shall be the average of the  $M_{o2020}$  values determined for all manufacturers determined in accordance with point 4, weighted according to the number of new light commercial vehicles that were registered for those manufacturers in the United Kingdom in 2020.

#### Textual Amendments

- F28** Annex 1 Pt. B points 4a, 4b inserted (26.11.2021) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars and Vans\) \(Miscellaneous Amendments\) Regulations 2021](#) (S.I. 2021/1242), regs. 1(2), **2(3)(d)**

- 4b. Notwithstanding point 4a, where in any of the calendar years 2021 to 2024 a manufacturer is placing light commercial vehicles on the market of the United Kingdom for the first time, but that manufacturer was formed by a merger of two or more manufacturers of which at least one was responsible for new light commercial vehicles registered in the United Kingdom in 2020, when calculating the specific emissions target in point 4,  $M_{o2020}$  for the new manufacturer shall be one of the following:
- (a) where two or more of the merging manufacturers were responsible for new light commercial vehicles registered in the United Kingdom in 2020,  $M_{o2020}$  shall be the average of the  $M_{o2020}$  values determined for those manufacturers in accordance with point 4, weighted according to the number of new light commercial vehicles that were registered for those manufacturers in the United Kingdom in 2020;
- (b) where only one of the merging manufacturers was responsible for new light commercial vehicles registered in the United Kingdom in 2020,  $M_{o2020}$  shall be determined in accordance with point 4 for that manufacturer.]
5. For a manufacturer that has been granted a derogation with regard to a specific NEDC based emissions target in 2021, the WLTP based derogation target shall be calculated as follows:

Derogation target<sub>2021</sub> =  $WLTP_{CO_2} \times NEDC_{2021} \text{target} / NEDC_{CO_2}$

where:

$WLTP_{CO_2}$  is  $WLTP_{CO_2}$  as defined in point 3;

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NEDC<sub>CO2</sub> is NEDC<sub>CO2</sub> as defined in point 3;  
 NEDC<sub>2021target</sub> is the 2021 derogation target granted by the [F29]Secretary of State] pursuant to Article 10.

#### Textual Amendments

**F29** Words in Annex 1 Pt. B Point 5 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(23)(a)**

6. From 1 January 2025, the [F30]Northern Ireland fleet-wide] targets and the specific emissions targets for a manufacturer shall be calculated as follows:

#### Textual Amendments

**F30** Annex 1 Pt. B: the words "Northern Ireland fleet-wide" substituted for "United Kingdom fleet-wide" (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(13)(a)** (with art. 117) [Editorial note: For technical reasons the editorial team has been unable to carry out this substitution where the relevant words occur in formulas contained in image files.]

6.0. [F30]Northern Ireland fleet-wide] target<sub>2021</sub>

[F30]Northern Ireland fleet-wide] target<sub>2021</sub> is the average, weighted by the number of new light commercial vehicles [F31]registered in the United Kingdom in 2021], of the reference-values<sub>2021</sub> determined for each individual manufacturer for which a specific emissions target applies in accordance with point 4.

#### Textual Amendments

**F31** Words in Annex 1 Pt. B substituted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(13)(b)** (with art. 117)

The reference-value<sub>2021</sub> shall be determined, for each manufacturer, as follows:

$$\text{reference-value}_{2021} = \text{WLTPCO}_{2,\text{measured}} \times \text{NEDC}_{2020,\text{Fleet}}$$

$$\text{TargetNEDCCO}_2 + aM_{\theta 2021} - M_{\theta,2021}$$

where:

WLTP<sub>CO<sub>2</sub>,measured</sub> is the average, for each manufacturer, of the measured CO<sub>2</sub> emissions combined of each new light commercial vehicle [F32]registered in the United Kingdom in 2020], as determined and reported in accordance with Article 7a of Implementing Regulation (EU) 2017/1152 [F33], as it had effect in EU law immediately before IP completion day];

NEDC<sub>2020,Fleet</sub> is 147 g/km;

Target

NEDC<sub>CO2</sub> is as defined in point 3;

M<sub>θ2021</sub> is the average of the mass in running order of the new light commercial vehicles of the manufacturer [F31]registered in the United Kingdom in 2021] in kilograms (kg);

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- $M_{0,2021}$  is the average mass in running order in kilograms (kg) of all new light commercial vehicles [<sup>F31</sup>registered in the United Kingdom in 2021] of those manufacturers for which a specific emissions target applies in accordance with point 4;
- a is as defined in point 4.

#### Textual Amendments

**F32** Words in Annex 1 Pt. B point 6.0 substituted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(13)(d)** (with art. 117)

**F33** Words in Annex 1 Pt. B point 6.0 inserted (31.12.2022 at 11.00 p.m.) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars, Vans and Heavy Duty Vehicles\) \(Amendment\) Regulations 2022 \(S.I. 2022/1361\)](#), regs. 1(2), **3(11)(b)**

6.1. The [<sup>F30</sup>Northern Ireland fleet-wide] targets for 2025 and 2030

6.1.1. [<sup>F30</sup>Northern Ireland fleet-wide] target for 2025 to 2029

$[\text{F30 Northern Ireland fleet-wide}] \text{target}_{2025} = [\text{F30 Northern Ireland fleet-wide}] \text{target}_{2021} \cdot (1 - \text{reduction factor}_{2025})$

where:

$[\text{F30 Northern Ireland fleet-wide}] \text{target}_{2021}$  is as defined in point 6.0;

reduction factor<sub>2025</sub> is the reduction specified in point (b) of Article 1(4).

6.1.2. [<sup>F30</sup>Northern Ireland fleet-wide] target for 2030 onwards

$[\text{F30 Northern Ireland fleet-wide}] \text{target}_{2030} = [\text{F30 Northern Ireland fleet-wide}] \text{target}_{2021} \cdot (1 - \text{reduction factor}_{2030})$

where:

$[\text{F30 Northern Ireland fleet-wide}] \text{target}_{2021}$  is as defined in point 6.0;

reduction factor<sub>2030</sub> is the reduction specified in point (b) of Article 1(5).

6.2. Specific emissions reference targets from 2025 onwards

6.2.1. Specific emissions reference targets for 2025 to 2029

The specific emissions reference target =  $[\text{F30 Northern Ireland fleet-wide}] \text{target}_{2025} + \alpha \cdot (\text{TM} - \text{TM}_0)$

where:

$[\text{F30 Northern Ireland fleet-wide}] \text{target}_{2025}$  is as determined in accordance with point 6.1.1;

target<sub>2025</sub>

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$\alpha$  is  $a_{2025}$  where the average test mass of a manufacturer's new light commercial vehicles is equal to or lower than  $TM_0$  determined in accordance with point (d) of Article 14(1) and  $a_{2021}$  where the average test mass of a manufacturer's new light commercial vehicles is higher than  $TM_0$  determined in accordance with point (d) of Article 14(1);

where:

$a_{2025}$  is  $i_s^{F34F30F35}$

$a_{2021}$  is  $a_{2021} \times \text{Great Britain fleet-wide target}_{2025}$  Average emissions  $_{2021}$  is the slope of the best fitting straight line established by applying the linear least squares fitting method to the test mass (independent variable) and the specific emissions of CO<sub>2</sub> (dependent variable) of each new light commercial vehicle [<sup>F31</sup>registered in the United Kingdom in 2021];

average emissions  $s_{2021}$  is the average of the specific emissions of CO<sub>2</sub> of all new light commercial vehicles [<sup>F31</sup>registered in the United Kingdom in 2021] of those manufacturers for which a specific emissions target is calculated in accordance with point 4;

TM is the average test mass in kilograms (kg) of all new light commercial vehicles of the manufacturer [<sup>F36</sup>registered in Northern Ireland in the relevant calendar year];

$TM_0$  is the value in kilograms (kg) determined in accordance with point (d) of Article 14(1).

#### Textual Amendments

- F34** Annex 1 Pt. B point 6: the words “Great Britain fleet-wide” substituted for “EU fleet-wide” (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(23)(b)** [Editorial note: For technical reasons the editorial team has been unable to carry out this substitution where the relevant words occur in formulas contained in image files.]
- F35** Annex 1 Pt. B Point 6: the words "United Kingdom fleet-wide" substituted for "Great Britain fleet-wide" (1.9.2021) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars and Vans\) \(Amendment\) \(EU Exit\) Regulations 2021 \(S.I. 2021/898\)](#), regs. 1(2), **2(10)(b)** [Editorial note: For technical reasons the editorial team has been unable to carry out this substitution where the relevant words occur in formulas contained in image files.]
- F36** Words in Annex 1 Pt. B point 6.2.1 substituted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(13)(e)** (with art. 117)

#### 6.2.2. Specific emissions reference targets from 2030 onwards

The specific emissions reference target = [<sup>F30</sup>Northern Ireland fleet-wide] target<sub>2030</sub> +  $\alpha \cdot (TM - TM_0)$

where:

[<sup>F30</sup>Northern Ireland fleet-wide] target<sub>2030</sub> is as determined in accordance with point 6.1.2;

$\alpha$  is  $a_{2030}$  where the average test mass of a manufacturer's new light commercial vehicles is equal to or lower than  $TM_0$  determined in

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accordance with point (d) of Article 14(1) and  $a_{2021}$  where the average test mass of a manufacturer's new light commercial vehicles is higher than  $TM_0$  determined in accordance with point (d) of Article 14(1);

where:

$a_{2030}$  is  $a_{2021} \times \text{Great Britain fleet-wide target}_{2030}$  Average emissions  $a_{2021}$  is as defined in point 6.2.1;  
 average emissions  $a_{2021}$  is as defined in point 6.2.1;  
 $TM$  is as defined in point 6.2.1;  
 $TM_0$  is as defined in point 6.2.1.

### 6.3. Specific emissions targets from 2025 onwards

#### 6.3.1. Specific emissions targets for 2025 to 2029

The specific emissions target = (specific emissions reference target – ( $\emptyset_{\text{targets}}$  – [ $F^{30}$  Northern Ireland fleet-wide] target $_{2025}$ )) · ZLEV factor

where:

specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.1;  
 $\emptyset_{\text{targets}}$  is the average, weighted on the number of [ $F^{37}$  new NI light commercial vehicles] of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.1;  
 ZLEV factor is  $(1 + y - x)$ , unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be;

#### Textual Amendments

**F37** Words in [Annex 1 Pt. B](#) point 6.3.1 substituted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(13)(f)** (with art. 117)

where:

$y$  is the share of zero- and low-emission vehicles in the manufacturer's fleet of [ $F^{37}$  new NI light commercial vehicles] calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as  $ZLEV_{\text{specific}}$  in accordance with the following formula, divided by the total number of [ $F^{37}$  new NI light commercial vehicles] registered in the relevant calendar year:  
 $ZLEV_{\text{specific}} = 1 - \text{specific emissions of CO}_2$   
 $x$  is 15 %.

#### 6.3.2. Specific emissions targets from 2030 onwards

The specific emissions target = (specific emissions reference target – ( $\emptyset_{\text{targets}}$  – [ $F^{30}$  Northern Ireland fleet-wide] target $_{2030}$ )) · ZLEV factor

where:

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specific emissions reference target	is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.2;
$\emptyset_{\text{targets}}$	is the average, weighted on the number of [ <sup>F38</sup> new NI light commercial vehicles] of each individual manufacturer, of all the specific emissions reference targets determined in accordance with point 6.2.2;
ZLEV factor	is $(1 + y - x)$ , unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be;

#### Textual Amendments

**F38** Words in [Annex 1 Pt. B](#) point 6.3.2 substituted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(13)(g)** (with art. 117)

where:

y	is the share of zero- and low-emission vehicles in the manufacturer's fleet of [ <sup>F38</sup> new NI light commercial vehicles] calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as $ZLEV_{\text{specific}}$ in accordance with the following formula, divided by the total number of [ <sup>F38</sup> new NI light commercial vehicles] registered in the relevant calendar year: $ZLEV_{\text{specific}} = 1 - \text{specific emissions of CO}_2$ is 30 %.]
x	

## [<sup>F1</sup>ANNEX II

### MONITORING AND REPORTING OF EMISSIONS FROM NEW PASSENGER CARS

#### PART A

#### Collection of data on [<sup>F39</sup>new NI passenger cars] and determination of CO<sub>2</sub> emissions monitoring information

- [<sup>F40</sup>The Secretary of State shall, for each calendar year, record the following detailed data for each [<sup>F41</sup>new NI passenger car] registered as an M<sub>1</sub> vehicle in [<sup>F42</sup>Northern Ireland] with the exception of the data indicated in points (t), (u) and (v) which shall be recorded by the Secretary of State if the data has been provided following a request by the Secretary of State:

#### Textual Amendments

- F40** [Annex 2 Pt. A](#) point 1 substituted (26.11.2021) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars and Vans\) \(Miscellaneous Amendments\) Regulations 2021 \(S.I. 2021/1242\)](#), regs. 1(2), **2(4)(a)**
- F41** Words in [Annex 2 Pt. A](#) point 1 substituted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(14)(b)(i)** (with art. 117)

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**F42** Words in [Annex 2 Pt. A](#) point 1 substituted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(14)(b)(ii)** (with art. 117)

- (a) the manufacturer;
  - (b) the type-approval number and its extension;
  - (c) the type, variant, and version (where applicable);
  - (d) make and commercial name;
  - (e) category of vehicle type-approved;
  - (f) mass in running order;
  - (g) the specific emissions of CO<sub>2</sub>;
  - (h) footprint: the wheel base, the track width of the steered axle and the track width other axle;
  - (i) the fuel type and fuel mode;
  - (j) engine capacity;
  - (k) electric energy consumption;
  - (l) code for the innovative technology or group of innovative technologies and the CO<sub>2</sub> emissions reduction due to that technology;
  - (m) maximum net power;
  - (n) vehicle identification number;
  - (o) WLTP test mass;
  - (p) category of vehicle registered;
  - (q) vehicle family identification number;
  - (r) electric range, where applicable;
  - (s) date of first registration;
  - (t) road-load coefficients: f0, f1 and f2;
  - (u) frontal area;
  - (v) tyre rolling resistance class.]
2. The detailed data referred to in point 1 shall be taken from the certificate of conformity of the relevant [<sup>F43</sup>NI passenger car]. [<sup>F44</sup>In the case of bi-fuelled vehicles running on petrol and liquefied petroleum gas (“LPG”) or on petrol and compressed natural gas (“CNG”), the certificates of conformity of which include specific emissions of CO<sub>2</sub> values for both types of fuels, the Secretary of State shall use the value for LPG or CNG as the case may be. In the case of flex-fuel vehicles using petrol and ethanol (E85) fuel, the Secretary of State shall use the specific emissions of CO<sub>2</sub> value for petrol.]

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#### Textual Amendments

- F43** Words in Annex 2 Pt. A point 2 substituted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(14)(c)** (with art. 117)
- F44** Words in Annex 2 Pt. A point 2 substituted (26.11.2021) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars and Vans\) \(Miscellaneous Amendments\) Regulations 2021 \(S.I. 2021/1242\)](#), regs. 1(2), **2(4)(b)**

3. [<sup>F45</sup>The Secretary of State] shall, for each calendar year, determine:

#### Textual Amendments

- F45** Words in Annex 2 Pt. A Point 3 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(24)(c)**

- (a) the total number of new registrations of [<sup>F46</sup>new NI passenger cars subject to UK (NI) type-approval];
- (b) the total number of new registrations of new individually approved [<sup>F47</sup>NI passenger cars];
- (c) the total number of new registrations of new passenger cars subject to <sup>F48</sup>... national type-approval of small series.

#### Textual Amendments

- F46** Words in Annex 2 Pt. A point 3(a) substituted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(14)(d)(i)** (with art. 117)
- F47** Words in Annex 2 Pt. A point 3(b) substituted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(14)(d)(ii)** (with art. 117)
- F48** Words in Annex 2 Pt. A point 3(c) omitted (3.1.2024) by virtue of [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(14)(d)(iii)** (with art. 117)

## PART B

### Format for the transmission of data

For each year, [<sup>F49</sup>the Secretary of State shall collect] the information specified in points 1 and 3 of Part A in the following formats:

#### Textual Amendments

- F49** Words in Annex 2 Pt. B 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(25)(a)**

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## SECTION 1

## AGGREGATED MONITORING DATA

F50	
...	
<b>Year</b>	
<b>Total number of new registrations of new passenger cars subject to [<sup>F51F52</sup>... UK (NI) type-approval and EU type-approval]</b>	
<b>Total number of new registrations of new individually approved passenger cars</b>	
<b>Total number of new registrations of new passenger cars subject to <sup>F53</sup>... national type-approval of small series</b>	
F50	
...	

**Textual Amendments**

- F50** Words in Annex 2 Pt. B s. 1 omitted (31.12.2020) by virtue of [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars and Vans\) \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1418\)](#), regs. 1(3), **3(25)(b)**
- F51** Words in Annex 2 Pt. B s. 1 Table substituted (31.12.2022 at 11.00 p.m.) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars, Vans and Heavy Duty Vehicles\) \(Amendment\) Regulations 2022 \(S.I. 2022/1361\)](#), regs. 1(2), **3(13)(a)**
- F52** Words in Annex 2 Pt. B omitted (3.1.2024) by virtue of [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(15)(a)** (with art. 117)
- F53** Words in Annex 2 Pt. B omitted (3.1.2024) by virtue of [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(15)(b)** (with art. 117)

## SECTION 2

## DETAILED MONITORING DATA — ONE VEHICLE RECORD

<sup>F54</sup> Reference to point 1 of Part A	Detailed data per vehicle registered
(a)	<p>Manufacturer name United Kingdom standard denomination</p> <p>Manufacturer name OEM declaration</p> <p>Manufacturer name in United Kingdom registry<sup>(1)</sup></p>
(1)	<sup>F55</sup> In the case of GB type-approval of small series or national type-approval of small series (both to be labelled as NSS), or individual approval (IVA),] the manufacturer's name shall be provided in the column "Manufacturer name in United Kingdom registry" whilst in the column "Manufacturer name United Kingdom standard denomination" either of the following shall be indicated: AA-NSS or AA-IVA, as the case may be.
(2)	Where a vehicle is equipped with axle tracks of different widths, the maximum axle width shall be reported.
(3)	On request from the Secretary of State.]]

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<i>f<sup>54</sup></i> Reference to point 1 of Part A	<i>Detailed data per vehicle registered</i>	
(b)	Type-approval number and its extension	
(c)	Type	
	Variant	
	Version	
(d)	Make and commercial name	
(e)	Category of vehicle type-approved	
(f)	Mass in running order	
(g)	Specific emissions of CO <sub>2</sub> (combined)	
(h) <sup>(2)</sup>	Wheel base	
	Track width steered axle (Axle 1)	
	Track width other axle (Axle 2)	
(i)	Fuel type	
	Fuel mode	
(j)	Engine capacity (cm <sup>3</sup> )	
(k)	Electric energy consumption (Wh/km)	
(l)	Code of the eco-innovation(s)	
	Total WLTP CO <sub>2</sub> emissions savings due to the eco-innovation(s)	
(m)	Maximum net power	
(n)	Vehicle identification number	
(o)	WLTP test mass	
(p)	Category of vehicle registered	
(q)	Vehicle family identification number	
(r)	Electric range, where available	
(s)	Date of first registration	
(t) <sup>(3)</sup>	Road load coefficients	f0, N
		f1, N/(km/h)
		f2, N/(km/h)
(u) <sup>(3)</sup>	Frontal area (m <sup>2</sup> )	

(1) [<sup>f55</sup>In the case of GB type-approval of small series or national type-approval of small series (both to be labelled as NSS), or individual approval (IVA),] the manufacturer's name shall be provided in the column "Manufacturer name in United Kingdom registry" whilst in the column "Manufacturer name United Kingdom standard denomination" either of the following shall be indicated: AA-NSS or AA-IVA, as the case may be.

(2) Where a vehicle is equipped with axle tracks of different widths, the maximum axle width shall be reported.

(3) On request from the Secretary of State.]]

**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](http://legislation.gov.uk). (See end of Document for details)

<sup>F54</sup> Reference to point 1 of Part A	Detailed data per vehicle registered
(v) <sup>(3)</sup>	Tyre resistance class
(1) [ <sup>F55</sup> In the case of GB type-approval of small series or national type-approval of small series (both to be labelled as NSS), or individual approval (IVA),] the manufacturer's name shall be provided in the column "Manufacturer name in United Kingdom registry" whilst in the column "Manufacturer name United Kingdom standard denomination" either of the following shall be indicated: AA-NSS or AA-IVA, as the case may be.	
(2) Where a vehicle is equipped with axle tracks of different widths, the maximum axle width shall be reported.	
(3) On request from the Secretary of State.]]	

#### Textual Amendments

- F54** Annex 2 Pt. B s. 2 table substituted (26.11.2021) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars and Vans\) \(Miscellaneous Amendments\) Regulations 2021 \(S.I. 2021/1242\)](#), regs. 1(2), **2(5)**
- F55** Words in Annex 2 Pt. B s. 2 note (1) substituted (31.12.2022 at 11.00 p.m.) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars, Vans and Heavy Duty Vehicles\) \(Amendment\) Regulations 2022 \(S.I. 2022/1361\)](#), regs. 1(2), **3(14)**

## [<sup>F1</sup>ANNEX III

### MONITORING AND REPORTING OF EMISSIONS FROM NEW LIGHT COMMERCIAL VEHICLES

A.Collection of data on [<sup>F56</sup>new NI light commercial vehicles] and determination of CO<sub>2</sub> emissions monitoring information

1. Detailed data

[<sup>F57</sup>1.1. Complete vehicles registered as N<sub>1</sub>

In the case of <sup>F58</sup>[<sup>F59</sup>... UK (NI) type-approved and EU type-approved] complete vehicles registered as N<sub>1</sub>, the Secretary of State shall, for each calendar year, record the following detailed data for each [<sup>F60</sup>new NI light commercial vehicle] the first time that it is registered in [<sup>F61</sup>Northern Ireland], with the exception of the data indicated in points (u), (v) and (w) which shall be recorded by the Secretary of State if the data has been provided following a request by the Secretary of State:

#### Textual Amendments

- F58** Words in Annex 3 Pt. A point 1.1 omitted (3.1.2024) by virtue of [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(16)(b)(i)** (with art. 117)
- F59** Words in Annex 3 Pt. A point 1.1 substituted (31.12.2022 at 11.00 p.m.) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars, Vans and Heavy Duty Vehicles\) \(Amendment\) Regulations 2022 \(S.I. 2022/1361\)](#), regs. 1(2), **3(15)(a)(i)**
- F60** Words in Annex 3 Pt. A point 1.1 substituted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(16)(b)(ii)** (with art. 117)
- F61** Words in Annex 3 Pt. A point 1.1 substituted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(16)(b)(iii)** (with art. 117)

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- (a) the manufacturer;
- (b) the type-approval number and its extension;
- (c) the type, variant, and version;
- (d) make;
- (e) category of vehicle type-approved;
- (f) category of vehicle registered;
- (g) the specific emissions of CO<sub>2</sub>;
- (h) mass in running order;
- (i) technically permissible maximum laden mass;
- (j) footprint: the wheel base, the track width steered axle and the track width other axle;
- (k) the fuel type and fuel mode;
- (l) engine capacity;
- (m) electric energy consumption;
- (n) code of the innovative technology or group of innovative technologies and the CO<sub>2</sub> emissions reduction due to that technology;
- (o) the vehicle identification number;
- (p) WLTP test mass;
- (q) vehicle family identification number determined in accordance with point 5.0 of Annex 21 to 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 (EU) 2017/1151 [<sup>F62</sup>, as it has effect <sup>F63</sup>... in EU law as amended from time to time and by virtue of the Northern Ireland Protocol];
- (r) electric range, where applicable;
- (s) date of first registration;
- (t) maximum net power;
- (u) road-load coefficients: f0, f1 and f2;
- (v) frontal area;
- (w) tyre rolling resistance class.]

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#### Textual Amendments

- F62** Words in Annex 3 Pt. A point 1.1(q) inserted (31.12.2022 at 11.00 p.m.) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars, Vans and Heavy Duty Vehicles\) \(Amendment\) Regulations 2022 \(S.I. 2022/1361\)](#), regs. 1(2), **3(15)(a)(ii)**
- F63** Words in Annex 3 Pt. A point 1.1(q) omitted (3.1.2024) by virtue of [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(16)(c)** (with art. 117)

#### Textual Amendments

- F57** Annex 3 Pt. A point 1.1 substituted (26.11.2021) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars and Vans\) \(Miscellaneous Amendments\) Regulations 2021 \(S.I. 2021/1242\)](#), regs. 1(2), **2(6)(a)**

[<sup>F25</sup>1.2. Completed vehicles registered as N1 vehicles

1.2.1.

F64

#### Textual Amendments

- F64** Annex 3 Pt. A Point 1.2.1 omitted (31.12.2020) by virtue of [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars and Vans\) \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1418\)](#), regs. 1(3), **3(26)(b)(i)**

1.2.1.1.

F65

#### Textual Amendments

- F65** Annex 3 Pt. A Point 1.2.1.1 omitted (31.12.2020) by virtue of [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars and Vans\) \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1418\)](#), regs. 1(3), **3(26)(b)(ii)**

1.2.1.2. Completed vehicles of category N1 type-approved in accordance with Annex XXI to Regulation (EU) 2017/1151 [<sup>F66</sup>, as it has effect <sup>F67</sup>... in EU law as amended from time to time and by virtue of the Northern Ireland Protocol]

For each new completed vehicle registered in 2020 and subsequent calendar years, [<sup>F68</sup>the Secretary of State shall as a minimum collect] the detailed data specified in points (a), (f), (g), (h), (o), (p) and (r) of point 1.1.

#### Textual Amendments

- F68** Words in Annex 3 Pt. A Point 1.2.1.2 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(26)(b)(iii)**

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### Textual Amendments

- F66** Words in [Annex 3 Pt. A](#) point 1.2.1.2 inserted (31.12.2022 at 11.00 p.m.) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars, Vans and Heavy Duty Vehicles\) \(Amendment\) Regulations 2022 \(S.I. 2022/1361\)](#), regs. 1(2), **3(15)(b)**
- F67** Words in [Annex 3 Pt. A](#) point 1.2.1.2 omitted (3.1.2024) by virtue of [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(16)(d)** (with art. 117)

### 1.2.2. Reporting by manufacturers

For each new completed vehicle of category N1, type-approved in accordance with Annex XXI to Regulation (EU) 2017/1151 [<sup>F69</sup>(as it has effect <sup>F70</sup>... in EU law as amended from time to time and by virtue of the Northern Ireland Protocol)] registered in 2020 and subsequent calendar years, the manufacturer of the related base vehicle shall report to the [<sup>F71</sup>Secretary of State] by 28 February each year, starting from [<sup>F72</sup>2022], the following data relating to the base vehicle:

### Textual Amendments

- F69** Words in [Annex 3 Pt. A](#) point 1.2.2 inserted (31.12.2022 at 11.00 p.m.) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars, Vans and Heavy Duty Vehicles\) \(Amendment\) Regulations 2022 \(S.I. 2022/1361\)](#), regs. 1(2), **3(15)(c)**
- F70** Words in [Annex 3 Pt. A](#) point 1.2.2 omitted (3.1.2024) by virtue of [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(16)(e)** (with art. 117)
- F71** Words in [Annex 3 Pt. A](#) Point 1.2.2 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(26)(b)(iv)(aa)**
- F72** Word in [Annex 3 Pt. A](#) Point 1.2.2 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(26)(b)(iv)(bb)**

- (a) where the completed vehicle is based on an incomplete base vehicle:
- (i) vehicle identification number;
  - (ii) vehicle family identifier as referred to in paragraph 5.0 of Annex XXI to Regulation (EU) 2017/1151 [<sup>F69</sup>(as it has effect <sup>F70</sup>... in EU law as amended from time to time and by virtue of the Northern Ireland Protocol)];
  - (iii) monitoring CO<sub>2</sub> emissions determined in accordance with point 1.2.4;
  - (iv) frontal area, specifying the applicable option as referred to in point 1.2.4(c);
  - (v) rolling resistance, as referred to in point 1.2.4(b);
  - (vi) monitoring mass, determined in accordance with point 4.1 of Part B of Annex I;
  - (vii) mass in running order;
  - (viii) mass representative of the vehicle load as defined in point 1.2.4(a);
- (b) where the completed vehicle is based on a complete base vehicle:
- (i) vehicle identification number;

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- (ii) vehicle family identifier as referred to in point (a)(ii) of this paragraph;
- (iii) specific CO<sub>2</sub> emissions of the base vehicle;
- (iv) mass in running order.

### 1.2.3. Calculation of the average specific emissions of CO<sub>2</sub> and the specific emission target

The [F73 Secretary of State] shall use the values reported by a base vehicle manufacturer in accordance with point 1.2.2 to calculate its average specific emissions of CO<sub>2</sub> and the specific emission target in the calendar year in which the related completed vehicle is registered, except where the conditions referred to in point 1.2.5 are met in which case the data for the completed vehicles shall be used.

#### Textual Amendments

**F73** Words in [Annex 3 Pt. A Point 1.2.3](#) 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(26)(b)(v)(aa)**

Where the data referred to in point 1.2.2 is not reported by the manufacturer of the base vehicle, the specific CO<sub>2</sub> emissions [F74 collected by the Secretary of State] in accordance with point 1.2.1 with regard to the related completed vehicle shall be used for the calculation of the average specific emissions of CO<sub>2</sub> and the specific emissions target of the manufacturer concerned.

#### Textual Amendments

**F74** Words in [Annex 3 Pt. A Point 1.2.3](#) 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(26)(b)(v)(bb)**

### 1.2.4. Calculation of the monitoring CO<sub>2</sub> emissions in the case of incomplete base vehicles

A manufacturer shall, starting from calendar year [F75 2021], calculate the monitoring CO<sub>2</sub> emissions for each of its individual incomplete base vehicles in accordance with the interpolation method referred to in points 3.2.3.2 or 3.2.4 of Sub-Annex 7 to Annex XXI to Regulation (EU) 2017/1151 [F76 (as it has effect [F77 in domestic law and as that Regulation has effect] in EU law as amended from time to time and by virtue of the Northern Ireland Protocol)], using the same method as that applied for the [F78... [F79 UK (NI) type-approval or EU type-approval] of the base vehicle with regard to its emissions, where the terms shall be as defined in those points with the following exceptions:

#### Textual Amendments

**F75** Word in [Annex 3 Pt. A Point 1.2.4](#) 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(26)(b)(vi)**

**F76** Words in [Annex 3 Pt. A point 1.2.4](#) inserted (31.12.2022 at 11.00 p.m.) by virtue of [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars, Vans and Heavy Duty Vehicles\) \(Amendment\) Regulations 2022 \(S.I. 2022/1361\)](#), regs. 1(2), **3(15)(d)(i)**

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- F77** Words in Annex 3 Pt. A omitted (3.1.2024) by virtue of [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(16)(f)** (with art. 117)
- F78** Words in Annex 3 Pt. A point 1.2.4 omitted (3.1.2024) by virtue of [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(16)(g)** (with art. 117)
- F79** Words in Annex 3 Pt. A point 1.2.4 substituted (31.12.2022 at 11.00 p.m.) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars, Vans and Heavy Duty Vehicles\) \(Amendment\) Regulations 2022 \(S.I. 2022/1361\)](#), regs. 1(2), **3(15)(d)(ii)**

(a) Mass of the individual vehicle

The term ‘ $TM_{ind}$ ’ referred to in points 3.2.3.2.2.1 or 3.2.4.1.1.1 of Sub-Annex 7 to Annex XXI to Regulation (EU) 2017/1151 [<sup>F76</sup>(as it has effect in domestic law and as that Regulation has effect in EU law as amended from time to time and by virtue of the Northern Ireland Protocol)] shall be replaced by the base vehicle default mass,  $DM_{base}$ . Where  $DM_{base}$  is lower than the test mass of vehicle low,  $TM_L$ , of the interpolation family,  $TM_{ind}$  shall be replaced by  $TM_L$ . Where  $DM_{base}$  is higher than the test mass of vehicle high,  $TM_H$ , of the interpolation family,  $TM_{ind}$  shall be replaced by  $TM_H$ .

$DM_{base}$  shall be determined in accordance with the following formula:

$$DM_{base} = MRO_{base} \times B_0 + 25 \text{ kg} + M_{VL}$$

where:

$MRO_{base}$	is the mass in running order of the base vehicle as defined in point 3.2.5 of Annex XXI to Regulation (EU) 2017/1151 [ <sup>F76</sup> (as it has effect in domestic law and as that Regulation has effect in EU law as amended from time to time and by virtue of the Northern Ireland Protocol)];
$B_0$	is the body mass value of [ <sup>F80</sup> 1.387];
$M_{VL}$	is the mass representative of the vehicle load, which means 28 per cent of the maximum vehicle load, where maximum vehicle load is defined as the technically permissible maximum laden mass minus the mass in running order of the base vehicle multiplied by $B_0$ , minus 25 kg.

The value of  $B_0$  shall be adjusted by 31 October 2021 on the basis of the mass in running order of the incomplete base vehicles for all completed vehicles registered in calendar years 2018, 2019, and 2020, calculated in accordance with the below formulas. The new  $B_0$  value shall apply from 1 January 2022 until 31 December 2024.

Formula 1:

where:

$A_i$	is the value $A_y$ as calculated in Formula 2 for the relevant calendar year
$n_i$	is the number of incomplete base vehicles related to completed vehicles registered in the calendar year

Formula 2:

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where:

$A_y$	is the average of the ratio between $M_{fi}$ and $M_{bi}$ for each of the calendar years 2018 to 2020;
$M_{fi}$	is the mass in running order of the incomplete base vehicle increased by the default added mass as defined in Section 5 of Annex XII to Regulation (EC) No 692/2008 [ <sup>F81</sup> , as it had effect in EU law immediately before IP completion day];
$M_{bi}$	is the mass in running order of the incomplete base vehicle;
$n$	is the number of incomplete base vehicles related to completed vehicles registered in the calendar year.

(b) Rolling resistance of the individual vehicle

The rolling resistance of the base vehicle shall be used for the purposes of point 3.2.3.2.2.2 or 3.2.4.1.1.2 of Sub-Annex 7 to Annex XXI to Regulation (EU) 2017/1151 [<sup>F76</sup>(as it has effect in domestic law and as that Regulation has effect in EU law as amended from time to time and by virtue of the Northern Ireland Protocol)].

(c) Frontal area

In the case of an incomplete base vehicle that belongs to a road load matrix family, the manufacturer shall determine the term ‘Af’ referred to in point 3.2.3.2.2.3 of Sub-Annex 7 to Annex XXI to Regulation (EU) 2017/1151 [<sup>F76</sup>(as it has effect in domestic law and as that Regulation has effect in EU law as amended from time to time and by virtue of the Northern Ireland Protocol)] in accordance with one of the following options:

- (i) frontal area of the representative vehicle of the road load matrix family, in  $m^2$ ;
- (ii) the mean value of the frontal area of vehicle high and vehicle low of the interpolation family, in  $m^2$ ;
- (iii) the frontal area of the vehicle high of the interpolation family, in case the interpolation method is not used, in  $m^2$ .

In the case of an incomplete base vehicle that does not belong to a road load matrix family, the frontal area value of vehicle high of the interpolation family shall be used.

**Textual Amendments**

- F80** Word in [Annex 3 s. A](#) point 1.2.4 substituted (1.1.2024) by [The Car, Van and Heavy Duty Vehicle Carbon Dioxide Emissions Performance Standards \(Civil Penalties and Miscellaneous Amendments\) Regulations 2023 \(S.I. 2023/1257\)](#), regs. 1(2)(a), **9**
- F81** Words in [Annex 3 Pt. A](#) point 1.2.4 inserted (31.12.2022 at 11.00 p.m.) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars, Vans and Heavy Duty Vehicles\) \(Amendment\) Regulations 2022 \(S.I. 2022/1361\)](#), regs. 1(2), **3(15)(d)(iii)**

1.2.5. Representativeness of the monitoring CO2 value

**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](http://legislation.gov.uk). (See end of Document for details)

The <sup>F82</sup>Secretary of State] shall each year assess the representativeness of the average of the monitoring CO<sub>2</sub> emissions reported by the base vehicle manufacturer as compared to the average of the specific emissions of CO<sub>2</sub> of the related completed vehicles registered in the relevant calendar year. The <sup>F82</sup>Secretary of State] shall inform the manufacturer of the base vehicle of the divergence found between those values.

#### Textual Amendments

**F82** Words in Annex 3 Pt. A Point 1.2.5 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(26)(b)(vii)**

In case a divergence by 4 % or more is found during each of two successive calendar years, the <sup>F82</sup>Secretary of State] shall use the average of the specific emissions of CO<sub>2</sub> of the completed vehicles in the following calendar year to calculate the average specific emissions of CO<sub>2</sub> of the base vehicle manufacturer or the pool in that year.]

<sup>F252</sup>. The details referred to in point 1 shall be taken from the certificate of conformity issued by the manufacturer of the relevant <sup>F83</sup>NI light commercial vehicle] or be consistent with it. For those details that are not available in the certificate of conformity, details shall be taken from the type approval documentation or from the information reported by the base vehicle manufacturer pursuant to point 1.2.3. <sup>F84</sup>The Secretary of State] shall put the necessary measures in place to ensure adequate accuracy in the monitoring procedure. Where the certificate of conformity specifies both a minimum and a maximum mass for a light commercial vehicle, the <sup>F85</sup>Secretary of State] shall use only the maximum figure for the purpose of this Regulation. <sup>F86</sup>In the case of bi-fuelled vehicles running on petrol and liquefied petroleum gas (LPG) or on petrol and compressed natural gas (CNG), the certificates of conformity of which include specific emissions of CO<sub>2</sub> values for both types of fuels, the Secretary of State shall use the value for LPG or CNG as the case may be. In the case of flex-fuel vehicles using petrol and ethanol (E85) fuel, the Secretary of State shall use the specific emissions of CO<sub>2</sub> value for petrol.]]

#### Textual Amendments

**F83** Words in Annex 3 Pt. A point 2 substituted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(16)(h)** (with art. 117)

**F84** Words in Annex 3 Pt. A Point 2 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(26)(c)(i)**

**F85** Words in Annex 3 Pt. A Point 2 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(26)(c)(ii)**

**F86** Words in Annex 3 Pt. A point 2 substituted (26.11.2021) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars and Vans\) \(Miscellaneous Amendments\) Regulations 2021 \(S.I. 2021/1242\)](#), regs. 1(2), **2(6)(b)**

3. <sup>F87</sup>The Secretary of State] shall, for each calendar year, determine:

**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](http://legislation.gov.uk). (See end of Document for details)

#### Textual Amendments

**F87** Words in Annex 3 Pt. A Point 3 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(26)(d)**

- (a) the total number of new registrations of [<sup>F88</sup>new NI light commercial vehicles] subject to <sup>F89</sup>[<sup>F90</sup>... UK (NI) type-approval and EU type-approval];
- (b) the total number of new registrations of [<sup>F88</sup>new NI light commercial vehicles] subject to multi-stage type-approval, where available;
- (c) the total number of new registrations of [<sup>F88</sup>new NI light commercial vehicles] subject to individual approval;
- (d) the total number of new registrations of [<sup>F88</sup>new NI light commercial vehicles] subject to <sup>F91</sup>... national type-approval of small series.]

#### Textual Amendments

**F88** Words in Annex 3 Pt. A point 3 substituted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(16)(i)(i)** (with art. 117)

**F89** Words in Annex 3 Pt. A point 3 omitted (3.1.2024) by virtue of [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(16)(i)(ii)** (with art. 117)

**F90** Words in Annex 3 Pt. A point 3(a) substituted (31.12.2022 at 11.00 p.m.) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars, Vans and Heavy Duty Vehicles\) \(Amendment\) Regulations 2022 \(S.I. 2022/1361\)](#), regs. 1(2), **3(15)(e)(i)**

**F91** Words in Annex 3 Pt. A point 3 omitted (3.1.2024) by virtue of [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(16)(i)(iii)** (with art. 117)

- B. Methodology for determining CO<sub>2</sub> monitoring information for [<sup>F92</sup>new NI light commercial vehicles]

Monitoring information which [<sup>F93</sup>the Secretary of State is] required to determine in accordance with points 1 and 3 of Part A shall be determined in accordance with the methodology in this Part.

#### Textual Amendments

**F93** Words in Annex 3 Pt. B 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(27)(a)**

1. Number of [<sup>F92</sup>new NI light commercial vehicles] registered

[<sup>F94</sup>The Secretary of State] shall determine the number of [<sup>F92</sup>new NI light commercial vehicles] registered within [<sup>F95</sup>Northern Ireland] in the respective monitoring year divided into vehicles subject to [<sup>F96</sup>type-approval (that being the total number of vehicles subject to <sup>F97</sup>... UK (NI) type-approval and EU type-approval)], individual approval, <sup>F98</sup>... national type-approval of small series and, where available, subject to multi-stage type-approval.

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### Textual Amendments

- F94** Words in Annex 3 Pt. B Point 1 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(27)(b)(i)**
- F95** Words in Annex 3 Pt. B point 1 substituted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(17)(b)(i)** (with art. 117)
- F96** Words in Annex 3 Pt. B para. 1 substituted (31.12.2022 at 11.00 p.m.) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars, Vans and Heavy Duty Vehicles\) \(Amendment\) Regulations 2022 \(S.I. 2022/1361\)](#), regs. 1(2), **3(16)(a)**
- F97** Words in Annex 3 Pt. B point 1 omitted (3.1.2024) by virtue of [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(17)(b)(ii)** (with art. 117)
- F98** Words in Annex 3 Pt. B point 1 omitted (3.1.2024) by virtue of [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(17)(b)(iii)** (with art. 117)

## 2. Completed vehicles

In the case of multi-stage vehicles, the specific emissions of CO<sub>2</sub> of completed vehicles shall be allocated to the manufacturer of the base vehicle.

In order to ensure that the values of CO<sub>2</sub> emissions, fuel efficiency and mass of completed vehicles are representative, without placing an excessive burden on the manufacturer of the base vehicle, the [F<sup>99</sup>Secretary of State] shall come forward with a specific monitoring procedure and shall, where appropriate, make the necessary amendments to the relevant type-approval legislation.

### Textual Amendments

- F99** Words in Annex 3 Pt. B Point 2 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(27)(c)**

Notwithstanding that for the purpose of the calculation of the 2020 target in accordance with point 2 of Part B of Annex I the default added mass shall be taken from Part C of this Annex, where that mass value cannot be determined, the mass in running order of the completed vehicle may be used for the provisional calculation of the specific emissions target referred to in Article 7(4).

Where the base vehicle is a complete vehicle, the mass in running order of that vehicle shall be used for the calculation of the specific emissions target. However, where that mass value cannot be determined, the mass in running order of the completed vehicle may be used for the provisional calculation of the specific emissions target.

### Textual Amendments

- F92** Words in Annex 3 Pt. B substituted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(17)(a)** (with art. 117)

## C. Formats for transmission of data

For each year, [F<sup>100</sup>the Secretary of State shall collect] the information specified in points 1 and 3 of Part A in the following format:

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### Textual Amendments

**F100** Words in Annex 3 Pt. C 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(28)(a)**

## SECTION 1

### Aggregated monitoring data

F101	
...	
<b>Year</b>	
<b>Total number of new registrations of new light commercial vehicles subject to [<sup>F102</sup>F103 ... UK (NI) type-approval and EU type-approval]</b>	
<b>Total number of new registrations of individually approved new light commercial vehicles</b>	
<b>Total number of new registrations of new light commercial vehicles subject to <sup>F104</sup> ... national type-approval of small series</b>	
<b>Total number of new registrations of new light commercial vehicles subject to multi-stage type-approval (where available)</b>	
F101	
...	

### Textual Amendments

**F101** Words in Annex 3 Pt. C s. 1 omitted (31.12.2020) by virtue of [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars and Vans\) \(Amendment\) \(EU Exit\) Regulations 2020 \(S.I. 2020/1418\)](#), regs. 1(3), **3(28)(b)**

**F102** Words in Annex 3 Pt. C s. 1 Table substituted (31.12.2022 at 11.00 p.m.) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars, Vans and Heavy Duty Vehicles\) \(Amendment\) Regulations 2022 \(S.I. 2022/1361\)](#), regs. 1(2), **3(17)(a)(i)**

**F103** Words in Annex 3 Pt. C s. 1 omitted (3.1.2024) by virtue of [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(18)(a)(i)** (with art. 117)

**F104** Words in Annex 3 Pt. C s. 1 omitted (3.1.2024) by virtue of [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(18)(a)(ii)** (with art. 117)

## SECTION 2

### Detailed monitoring data — one vehicle record

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<i><sup>F105</sup>Reference (references are to paragraphs in point 1.1 of Part A unless otherwise specified)</i>	<i>Detailed data per vehicle registered<sup>(1)</sup></i>
(a)	Manufacturer name United Kingdom standard denomination <sup>(2)</sup> Manufacturer name OEM declaration COMPLETE VEHICLE / BASE VEHICLE <sup>(3)</sup> Manufacturer name OEM declaration COMPLETED VEHICLE <sup>(3)</sup> Manufacturer name in United Kingdom registry <sup>(2)</sup>
(b)	Type-approval number and its extension
(c)	Type Variant Version
(d)	Make
(e)	Category of vehicle type-approved
(f)	Category of vehicle registered
(g)	Specific emissions of CO <sub>2</sub> (combined)
(h)	Mass in running order BASE VEHICLE Mass in running order COMPLETED VEHICLE / COMPLETE VEHICLE
(i) <sup>(4)</sup>	Technically permissible maximum laden mass
(j)	Wheel base Axle width steered axle (Axle 1) <sup>(5)</sup> Axle width other axle (Axle 2) <sup>(5)</sup>
(k)	Fuel type Fuel mode
(l)	Engine capacity (cm <sup>3</sup> )
(m)	Electric energy consumption (Wh/km)
(n)	Code of the eco-innovation(s) Total WLTP CO <sub>2</sub> emissions savings due to the eco-innovation(s)
(o)	Vehicle identification number
(p)	WLTP test mass

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<i>[<sup>F105</sup>Reference (references are to paragraphs in point 1.1 of Part A unless otherwise specified)</i>	<i>Detailed data per vehicle registered<sup>(1)</sup></i>						
(q)	Vehicle family identification number						
(r)	Electric range, where available						
(s)	Date of first registration						
(t)	Maximum net power						
(u) <sup>(6)</sup>	<table border="1"> <tr> <td data-bbox="801 638 1070 696">Road load coefficient</td> <td data-bbox="1077 638 1353 696">f0, N</td> </tr> <tr> <td data-bbox="801 705 1070 741"></td> <td data-bbox="1077 705 1353 741">f1, N/(km/h)</td> </tr> <tr> <td data-bbox="801 750 1070 792"></td> <td data-bbox="1077 750 1353 792">f2, N/(km/h)</td> </tr> </table>	Road load coefficient	f0, N		f1, N/(km/h)		f2, N/(km/h)
Road load coefficient	f0, N						
	f1, N/(km/h)						
	f2, N/(km/h)						
(v) <sup>(6)</sup>	Frontal area (m <sup>2</sup> )						
(w) <sup>(6)</sup>	Tyre rolling resistance class						
<b>F108</b>	<b>F108</b>						
...	...						
(1)	Where, in the case of multi-stage vehicles, data cannot be provided for the base vehicle, the Secretary of State shall as a minimum collect the data specified in this format for the completed vehicle.						
(2)	<sup>[<sup>F106</sup>In the case of <sup>F107</sup>... national type-approval of small series (both to be labelled as NSS), or individual approval (IVA),]</sup> the manufacturer's name shall be provided in the column "Manufacturer name in the United Kingdom registry" whilst in the column "Manufacturer name United Kingdom standard denomination" either of the following shall be indicated: "AA-NSS" or "AA-IVA", as the case may be.						
(3)	In the case of multi-stage vehicles the base (incomplete/complete) vehicle manufacturer shall be indicated. If the base vehicle manufacturer is not available, the manufacturer of the completed vehicle only shall be indicated.						
(4)	In the case of multi-stage vehicles, the technically permissible maximum laden mass of the base vehicle shall be indicated.						
(5)	Where a vehicle is equipped with axle tracks of different widths, the maximum axle width shall be reported.						
(6)	On request from the Secretary of State.						
(7)	In the case of multi-stage vehicles, the mass in running order and the technically permissible maximum laden mass of the base vehicle may be replaced by the default added mass specified in the type-approval information in accordance with point 2.17.2 of Annex 1 to <a href="#">Directive 2007/46/EC</a> .]						

### Textual Amendments

- F105** Annex 3 Pt. C s. 2 table substituted (26.11.2021) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars and Vans\) \(Miscellaneous Amendments\) Regulations 2021 \(S.I. 2021/1242\)](#), regs. 1(2), **2(7)**
- F106** Words in Annex 3 Pt. C s. 2 note (2) substituted (31.12.2022 at 11.00 p.m.) by [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars, Vans and Heavy Duty Vehicles\) \(Amendment\) Regulations 2022 \(S.I. 2022/1361\)](#), regs. 1(2), **3(17)(b)(ii)**
- F107** Words in Annex 3 Pt. C s. 2 note (2) omitted (3.1.2024) by virtue of [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(18)(b)** (with art. 117)
- F108** Words in Annex 3 Pt. C s. 2 Table omitted (31.12.2022 at 11.00 p.m.) by virtue of [The Road Vehicle Carbon Dioxide Emission Performance Standards \(Cars, Vans and Heavy Duty Vehicles\) \(Amendment\) Regulations 2022 \(S.I. 2022/1361\)](#), regs. 1(2), **3(17)(b)(i)**

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## [<sup>F109</sup>]<sup>F1</sup> ANNEX 4

### DEROGATION THRESHOLDS

#### Textual Amendments

**F109** 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)**

#### 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:
 

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

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:
 

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

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.

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

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$UK_{EEA} \times 300,000$

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.]]

## [<sup>F1</sup>ANNEX V

### CORRELATION TABLE

Regulation (EC) No 443/2009	Regulation (EU) No 510/2011	This Regulation
Article 1, first paragraph	Article 1(1)	Article 1(1)
Article 1, second paragraph	Article 1(2)	Article 1(2)
Article 1, third paragraph	—	Article 1(3)
—	—	Article 1(4)
—	—	Article 1(5)
—	—	Article 1(6)
—	—	Article 1(7)
Article 2(1)	Article 2(1)	Article 2(1)
Article 2(2)	Article 2(2)	Article 2(2)
Article 2(3)	Article 2(3)	Article 2(3)
Article 2(4)	Article 2(4)	Article 2(4)
Article 3(1), introductory wording	Article 3(1), introductory wording	Article 3(1), introductory wording
Article 3(1), points (a) and (b)	Article 3(1), points (a) and (b)	Article 3(1), points (a) and (b)
—	Article 3(1), points (c), (d) and (e)	Article 3(1), points (c), (d) and (e)
Article 3(1), points (c) and (d)	Article 3(1), points (f) and (g)	Article 3(1), points (f) and (g)
Article 3(1), point (f)	Article 3(1), point (h)	Article 3(1), point (h)
Article 3(1), point (e)	Article 3(1), point (j)	Article 3(1), point (i)

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Article 3(1), point (g)	Article 3(1), point (i)	Article 3(1), point (j)
—	—	Article 3(1), points (k), (l) and (m)
	Article 3(1), point (k)	Article 3(1), point (n)
Article 3(2)	Article 3(2)	Article 3(2)
Article 4, first paragraph	Article 4, first paragraph	Article 4(1), introductory wording and points (a) and (b)
—	—	Article 4(1), point (c)
—	Article 4, second paragraph	Article 4(2)
Article 4, second paragraph	Article 4, third paragraph	Article 4(3)
Article 5	Article 5	—
Article 5a	—	Article 5
Article 6	Article 6	—
Article 7(1)	Article 7(1)	Article 6(1)
Article 7(2), points (a), (b) and (c)	Article 7(2), points (a), (b) and (c)	Article 6(2), points (a), (b) and (c)
—	—	Article 6(2), point (d)
Article 7(3)	Article 7(3)	Article 6(3)
Article 7(4)	Article 7(4)	Article 6(4)
Article 7(5)	Article 7(5)	Article 6(5)
Article 7(6)	Article 7(6)	Article 6(6)
Article 7(7)	Article 7(7)	Article 6(7)
Article 8(1)	Article 8(1)	Article 7(1)
Article 8(2)	Article 8(2)	Article 7(2)
Article 8(3)	Article 8(3)	Article 7(3)
Article 8(4), first and second subparagraphs	Article 8(4), first and second subparagraphs	Article 7(4), first and second subparagraphs
Article 8(4), third subparagraph	Article 8(4), first subparagraph	Article 7(4), third subparagraph
Article 8(5), first subparagraph	Article 8(5)	Article 7(5) first subparagraph
Article 8(5), second subparagraph	Article 8(6)	Article 7(5), second subparagraph
Article 8(6)	Article 8(7)	—
Article 8(7)	Article 8(8)	Article 7(6), first subparagraph

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—	—	Article 7(6), second subparagraph
Article 8(8)	—	—
Article 8(9), first subparagraph	Article 8(9), first subparagraph	Article 7(7)
Article 8(9), second subparagraph	Article 8(9), second subparagraph	Article 7(8)
—	—	Article 7(9)
—	—	Article 7(10)
—	Article 8(10)	Article 7(11)
Article 9(1)	Article 9(1)	Article 8(1)
Article 9(2), first subparagraph, introductory wording	Article 9(2), first subparagraph, introductory wording	Article 8(2), first subparagraph, first part
Article 9(2), first subparagraph, point (a)	Article 9(2), first subparagraph, point (a)	—
Article 9(2), first subparagraph, point (b)	Article 9(2), first subparagraph, point (b)	Article 8(2), first subparagraph, second part
Article 9(2), second subparagraph	Article 9(2), second subparagraph	Article 8(2), second subparagraph
Article 9(3)	Article 9(3)	Article 8(3)
Article 9(4)	Article 9(4)	Article 8(4)
Article 10(1), introductory wording	Article 10(1), introductory wording	Article 9(1), introductory wording
Article 10(1), points (a) to (e)	Article 10(1), points (a) to (e)	Article 9(1), points (a) to (e)
—	—	Article 9(1), point (f)
Article 10(2)	Article 10(2)	Article 9(2)
—	—	Article 9(3)
Article 11(1)	Article 11(1)	Article 10(1)
Article 11(2)	Article 11(2)	Article 10(2)
Article 11(3)	Article 11(3)	Article 10(3), first subparagraph
—	—	Article 10(3), second subparagraph
Article 11(4), first subparagraph	—	Article 10(4), first subparagraph
Article 11(4), second subparagraph, introductory wording	—	Article 10(4), second subparagraph, introductory wording

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Article 11(4), second subparagraph, point (a)	—	Article 10(4), second subparagraph, point (a)
Article 11(4), second subparagraph, point (b)	—	—
Article 11(4), second subparagraph, point (c)	—	Article 10(4), second subparagraph, point (b)
—	—	Article 10(4), second subparagraph, point (c)
Article 11(4), third and fourth subparagraphs	—	Article 10(4), third and fourth subparagraphs
Article 11(5)	Article 11(4)	Article 10(5)
Article 11(6)	Article 11(5)	Article 10(6)
Article 11(7)	Article 11(6)	Article 10(7)
Article 11(8)	Article 11(7)	Article 10(8)
Article 11(9)	Article 11(8)	Article 10(9)
Article 12(1), first subparagraph	Article 12(1), first subparagraph	Article 11(1), first subparagraph
Article 12(1), second subparagraph	—	Article 11(1), second subparagraph
Article 12(1), third subparagraph	Article 12(1), second subparagraph	Article 11(1), third subparagraph
—	—	Article 11(1), fourth subparagraph
Article 12(2)	Article 12(2)	Article 11(2), introductory wording, points (a), (b) and (c) and point (d), first part
—	—	Article 11(2), point (d), last part
Article 12(3)	Article 12(3)	Article 11(3)
Article 12(4)	Article 12(4)	Article 11(4)
—	—	Article 12
—	—	Article 13
Article 13(1)	—	—
—	Article 13(1)	—
—	—	Article 14, title
—	—	Article 14(1), first subparagraph, introductory wording

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Article 13(2), first and second subparagraphs	—	Article 14(1) point (a)
—	Article 13(5)	Article 14(1), point (b)
—	—	Article 14(1), points (c) and (d)
Article 13(2), third subparagraph	Article 13(5)	Article 14(2)
—	—	Article 15(1)
—	—	Article 15(2)
—	—	Article 15(3)
—	Article 13(2)	—
—	—	Article 15(4), first part
Article 13(3)	Article 13(6), first subparagraph	Article 15(4), second part
—	Article 13(4)	—
Article 13(4)	Article 13(6), second subparagraph	—
Article 13(5)	—	—
Article 13(6)	Article 13(3)	—
—	—	Article 15(5)
—	—	Article 15(6)
Article 13(7), first subparagraph	Article 13(6), third subparagraph	Article 15(7)
Article 13(7), second subparagraph	Article 13(6), fourth subparagraph	Article 15(8)
Article 14(1)	Article 14(1)	Article 16(1)
Article 14(2)	Article 14(2)	Article 16(2)
Article 14(3)	Article 14(2a)	Article 16(3)
Article 14a(1)	Article 15(3)	Article 17(1)
Article 14a(2)	Article 15(1)	Article 17(2)
Article 14a(3)	Article 16	Article 17(3)
Article 14a(4)	Article 15(2)	Article 17(4)
Article 14a(5)	Article 17	Article 17(5)
Article 15	—	—
—	—	Article 18
Article 16	Article 18	Article 19
Annex I	—	Annex I, part A, points 1 to 5

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—	—	Annex I, part A, point 6
—	Annex I	Annex I, part B, points 1 to 5
—	—	Annex I, part B, point 6
Annex II, part A	—	Annex II, part A
Annex II, part B	—	—
Annex II, part C	—	Annex II, part B
—	Annex II	Annex III
—	—	Annex IV
—	—	Annex V]

**Changes to legislation:**

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