

Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (recast) (Text with EEA relevance)

Article 15

Review and report

[^{F1} The Secretary of State must, in 2023, thoroughly review the effectiveness of this Regulation, and publish a report of that review.]

2 In the report referred to in paragraph 1, the [^{F2}Secretary of State] shall consider, inter alia, the real-world representativeness of the CO₂ emission and fuel or energy consumption values determined pursuant to Regulation (EC) No 715/2007 [^{F3}, 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]; the deployment on the [^{F4}United Kingdom] market of zero- and low-emission vehicles, in particular with respect to light commercial vehicles; the roll-out of recharging and refuelling infrastructure [^{F5}...^{M1}], including their financing; the potential contribution of the use of synthetic and advanced alternative fuels produced with renewable energy to emissions reductions; the CO₂ emissions reduction actually observed at the existing fleet level; the functioning of the incentive mechanism for zero- and low-emission vehicles; the potential effects of the transitional measure set out in point 6.3 of Part A of Annex I; the impact of this Regulation on consumers, particularly on those on low and medium incomes; as well as aspects to further facilitate an economically viable and socially fair transition towards clean, competitive and affordable mobility in the [^{F4}United Kingdom].

The [^{F2}Secretary of State] shall, in that report, also identify a clear pathway for further CO₂ emissions reductions for passenger cars and light commercial vehicles beyond 2030 in order to significantly contribute to achieving the long-term goal of the Paris Agreement.

3 The report referred to in paragraph 2 shall, where appropriate, be accompanied by a proposal for amending this Regulation, in particular, the possible revision of the [^{F6}Northern Ireland fleet-wide] targets for 2030 in light of the elements listed in paragraph 2, and the introduction of binding emissions reduction targets for 2035 and 2040 onwards for [^{F7}NI passenger cars and NI light commercial vehicles] to ensure the timely transformation of the transport sector towards achieving net-zero emissions in line with the objectives of the Paris Agreement.

4 As part of the review referred to in paragraph 1 of this Article, the [^{F8}Secretary of State] shall assess the feasibility of developing real-world emission test procedures using portable emission measurement systems (PEMS). The [^{F8}Secretary of State] shall take into account that assessment as well as those made pursuant to Article 12 of this Regulation and may, where appropriate, review the procedures for measuring CO₂ emissions as set out under Regulation (EC) No 715/2007. The [^{F8}Secretary of State] shall, in particular, make appropriate proposals to adapt those procedures to reflect adequately the real-world CO₂ emissions of passenger cars and light commercial vehicles.

5 As part of the review referred to in paragraph 1 of this Article, the [^{F9}Secretary of State] shall evaluate the possibility to assign the revenue from the excess emissions premiums to a specific fund or a relevant programme, with the objective to ensure a just transition towards

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a climate-neutral economy as referred to in Article 4.1 of the Paris Agreement, in particular to support re-skilling, up-skilling and other skills training and reallocation of workers in the automotive sector ^{F10}..., in particular in the regions and the communities most affected by the transition. ^{F11}...

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7 The [^{F13}Regulations may set out] the correlation parameters necessary in order to reflect any change in the regulatory test procedure for the measurement of specific emissions of CO₂ referred to in [^{F14}Regulation (EC) No 715/2007 and, where applicable, Commission Regulation (EU) 2017/1151, as those Regulations have effect in domestic law, and as those Regulations have effect in EU law as amended from time to time and by virtue of the Northern Ireland Protocol]. ^{F15}...

8 [^{F16}Regulations may] amend this Regulation by adapting the formulae set out in Annex I, using the methodology adopted pursuant to paragraph 7 of this Article, while ensuring that reduction requirements of comparable stringency for manufacturers and vehicles of different utility are required under the old and new test procedures.

Textual Amendments

- F1** Art. 15(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(17)(a)**
- F2** Words in Art. 15(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(17)(b)(i)**
- F3** Words in Art. 15(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(9)(a)**
- F4** Words in Art. 15(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(17)(b)(ii)**
- F5** Words in Art. 15(2) 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(17)(b)(iii)**
- F6** Words in Art. 15(3) substituted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(11)(a)** (with art. 117)
- F7** Words in Art. 15(3) substituted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023 \(S.I. 2023/1394\)](#), arts. 1(b), **110(11)(b)** (with art. 117)
- F8** Words in Art. 15(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(17)(d)**
- F9** Words in Art. 15(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(17)(e)(i)**
- F10** Words in Art. 15(5) 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(17)(e)(ii)**
- F11** Words in Art. 15(5) 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(17)(e)(iii)**

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- F12** Art. 15(6) 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(17)(f)**
- F13** Words in Art. 15(7) 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(17)(g)(i)**
- F14** Words in Art. 15(7) 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(9)(b)**
- F15** Words in Art. 15(7) 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(17)(g)(ii)**
- F16** Words in Art. 15(8) 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(17)(h)**

Marginal Citations

- M1** [Editorial note: Art. 15(2) footnote 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(17)(b)(iii)**]

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