

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 2

Scope

[^{F1} This paragraph and paragraphs 2, 3 and 5 of this Article, and Articles 1, 3, 11, 12, 13, 15, 17, 18 and 19 of this Regulation apply to the whole of the United Kingdom. Those paragraphs and Articles apply to the following vehicles—

- a category M1 as defined in Article 4 of [Regulation \(EU\) 2018/858](#), as it has effect in domestic law (in respect of vehicles with GB type-approval), or, where relevant, Article 4 of [Regulation \(EU\) 2018/858](#) as it has effect in EU law as amended from time to time and by virtue of the Northern Ireland Protocol (in respect of vehicles with UK (NI) type-approval or EU type-approval) (“passenger cars”), which are registered in the United Kingdom for the first time and which have not previously been registered outside the United Kingdom (“new passenger cars”);
- b category N1 as defined in Article 4 of [Regulation \(EU\) 2018/858](#), as it has effect in domestic law (in respect of vehicles with GB type-approval), or, where relevant, Article 4 of [Regulation \(EU\) 2018/858](#) as it has effect in EU law as amended from time to time and by virtue of the Northern Ireland Protocol (in respect of vehicles with UK (NI) type-approval or EU type-approval), with a reference mass not exceeding 2 610 kg, and vehicles of category N1 to which type-approval is extended in accordance with Article 2(2) of [Regulation \(EC\) No 715/2007](#) (“light commercial vehicles”), as it has effect in domestic law (in respect of vehicles with GB type-approval) or, where relevant, as that Regulation has effect in EU law as amended from time to time and by virtue of the Northern Ireland Protocol (in respect of vehicles with UK (NI) type-approval or EU type-approval), which are registered in the United Kingdom for the first time and which have not previously been registered outside the United Kingdom (“new light commercial vehicles”). In the case of zero-emission vehicles of category N with a reference mass exceeding 2 610 kg or 2 840 kg, as the case may be, they shall, from 1 January 2025, for the purposes of this Regulation and without prejudice to [Regulation \(EU\) 2018/858](#) and [Regulation \(EC\) No 715/2007](#), as those Regulations have effect in domestic law (in respect of vehicles with GB type-approval) and, where relevant, as those Regulations have effect in EU law as amended from time to time and by virtue of the Northern Ireland Protocol (in respect of vehicles with UK (NI) type-approval or EU type-approval), be counted as UK light commercial vehicles falling within the scope of this Regulation if the excess reference mass is due only to the mass of the energy storage system.]

[^{F2(1A)} This paragraph and paragraphs 2A, 4 and 5A of this Article, and Articles 4, 5, 6, 7, 7a, 8, 9, 10 and 14 of, and Annexes 1 to 5 to, this Regulation apply in relation to Northern Ireland only. Those paragraphs, Articles and Annexes apply to the following vehicles—

- a category M1 as defined in Article 4 of [Regulation \(EU\) 2018/858](#), as it has effect in EU law as amended from time to time and by virtue of the Northern Ireland Protocol (“NI passenger cars”) which are registered in Northern Ireland for the first time and which have not previously been registered outside Northern Ireland (“new NI passenger cars”);

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- b category N1 as defined in Article 4 of [Regulation \(EU\) 2018/858](#), as it has effect in EU law as amended from time to time and by virtue of the Northern Ireland Protocol, with a reference mass not exceeding 2 610 kg, and vehicles of category N1 to which type-approval is extended in accordance with Article 2(2) of Regulation [\(EC\) No 715/2007](#) (“NI light commercial vehicles”), which are registered in Northern Ireland for the first time and which have not previously been registered outside Northern Ireland (“new NI light commercial vehicles”). In the case of zero-emission vehicles of category N with a reference mass exceeding 2 610 kg or 2 840 kg, as the case may be, they shall, from 1 January 2025, for the purposes of this Regulation and without prejudice to [Regulation \(EU\) 2018/858](#) and Regulation [\(EC\) No 715/2007](#), as those Regulations have effect in EU law as amended from time to time and by virtue of the Northern Ireland Protocol, be counted as NI light commercial vehicles falling within the scope of this Regulation if the excess reference mass is due only to the mass of the energy storage system.]

2 [F³For the purposes of paragraph 1, a] previous registration outside [F⁴the United Kingdom] made less than three months before registration in [F⁴the United Kingdom] shall not be taken into account.

[F⁵(2A) For the purposes of paragraph 1A, a previous registration outside Northern Ireland made less than three months before registration in Northern Ireland shall not be taken into account.]

[F⁶ This Regulation does not apply to special purpose vehicles as defined in:

- a point 5 of Part A of Annex 1 to Regulation (EU) 2018/858, as that Regulation has effect in domestic law, in the case of vehicles with GB type-approval; or
- b point 5 of Part A of Annex 1 to Regulation (EU) 2018/858, as that Regulation has effect in EU law as amended from time to time and by virtue of the Northern Ireland Protocol, in the case of vehicles with UK (NI) type-approval or EU type-approval.]

[F⁷ Article 4, points (b) and (c) of Article 7(4), Article 8 and points (a) and (c) of Article 9(1) shall not apply to a manufacturer which, together with all of its connected undertakings, is responsible for fewer than 1 000 new passenger cars or for fewer than 1 000 new light commercial vehicles registered in [F⁸the United Kingdom] in the previous calendar year, unless that manufacturer applies for and is granted a derogation in accordance with Article 10.]

[F⁹ [F¹⁰Paragraph 1] shall not apply to any vehicle registered in [F¹¹the United Kingdom] which is permanently removed from [F¹¹the United Kingdom] within three months after that registration.]

[F¹²(5A) Paragraph 1A shall not apply to any vehicle registered in Northern Ireland which is permanently removed from Northern Ireland within three months after that registration.]

F¹³6

Textual Amendments

- F1 [Art. 2\(1\)](#) substituted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023](#) (S.I. 2023/1394), arts. 1(b), **110(4)(a)** (with art. 117)
- F2 [Art. 2\(1A\)](#) inserted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023](#) (S.I. 2023/1394), arts. 1(b), **110(4)(b)** (with art. 117)
- F3 Words in [Art. 2\(2\)](#) substituted (3.1.2024) by [The Vehicle Emissions Trading Schemes Order 2023](#) (S.I. 2023/1394), arts. 1(b), **110(4)(c)** (with art. 117)
- F4 Words in [Art. 2\(2\)](#) substituted (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(3)(a)**

Changes to legislation: There are currently no known outstanding effects for the Regulation (EU) 2019/631 of the European Parliament and of the Council, Article 2. (See end of Document for details)

- F5** Art. 2(2A) inserted (3.1.2024) by The Vehicle Emissions Trading Schemes Order 2023 (S.I. 2023/1394), arts. 1(b), **110(4)(d)** (with art. 117)
- F6** Art. 2(3) 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(3)(b)**
- F7** Art. 2(4) 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)
- F8** Words in Art. 2(4) substituted (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(3)(a)**
- F9** Art. 2(5) inserted (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(3)(d)**
- F10** Words in Art. 2(5) substituted (3.1.2024) by The Vehicle Emissions Trading Schemes Order 2023 (S.I. 2023/1394), arts. 1(b), **110(4)(e)** (with art. 117)
- F11** Words in Art. 2(5) substituted (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(3)(a)**
- F12** Art. 2(5A) inserted (3.1.2024) by The Vehicle Emissions Trading Schemes Order 2023 (S.I. 2023/1394), arts. 1(b), **110(4)(f)** (with art. 117)
- F13** Art. 2(6) omitted (3.1.2024) by virtue of The Vehicle Emissions Trading Schemes Order 2023 (S.I. 2023/1394), arts. 1(b), **110(4)(g)** (with art. 117)

Changes to legislation:

There are currently no known outstanding effects for the Regulation (EU) 2019/631 of the European Parliament and of the Council, Article 2.