



**EUROPEAN UNION**

**THE EUROPEAN PARLIAMENT**

**THE COUNCIL**

---

**Strasbourg, 17 June 2025  
(OR. en)**

**2025/0070(COD)  
LEX 2448**

**PE-CONS 13/1/25  
REV 1**

**CLIMA 115  
ENV 267  
TRANS 138  
MI 234  
CODEC 459**

**REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL  
AMENDING REGULATION (EU) 2019/631  
TO INCLUDE AN ADDITIONAL FLEXIBILITY  
AS REGARDS THE CALCULATION OF MANUFACTURERS' COMPLIANCE  
WITH CO<sub>2</sub> EMISSION PERFORMANCE STANDARDS  
FOR NEW PASSENGER CARS AND NEW LIGHT COMMERCIAL VEHICLES  
FOR THE CALENDAR YEARS 2025 TO 2027**

**REGULATION (EU) 2025/...**  
**OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL**

**of 17 June 2025**

**amending Regulation (EU) 2019/631**  
**to include an additional flexibility as regards the calculation**  
**of manufacturers' compliance with CO<sub>2</sub> emission performance standards**  
**for new passenger cars and new light commercial vehicles**  
**for the calendar years 2025 to 2027**

**(Text with EEA relevance)**

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 192(1) thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national parliaments,

Having regard to the opinion of the European Economic and Social Committee<sup>1</sup>,

After consulting the Committee of the Regions,

Acting in accordance with the ordinary legislative procedure<sup>2</sup>,

---

<sup>1</sup> Opinion of 29 April 2025 (not yet published in the Official Journal).

<sup>2</sup> Position of the European Parliament of 8 May 2025 (not yet published in the Official Journal) and decision of the Council of 27 May 2025.

Whereas:

- (1) Regulation (EU) 2019/631 of the European Parliament and of the Council<sup>3</sup> sets the CO<sub>2</sub> emission performance standards for new passenger cars and new light commercial vehicles that form a key part of the Union framework to reduce net greenhouse gas emissions by at least 55 % compared to 1990 levels by 2030 and to achieve economy-wide climate-neutrality by 2050.
- (2) In response to a request from stakeholders for additional compliance flexibility on CO<sub>2</sub> targets as regards the period 2025 to 2027, it is appropriate to urgently adopt an amendment that provides for a one-off flexibility for those three years in respect of calculating compliance with CO<sub>2</sub> emission performance standards, while maintaining the targets for reducing CO<sub>2</sub> emissions.
- (3) During the period 2025 to 2027, manufacturers should ensure that the average specific emissions of CO<sub>2</sub> of their vehicles do not exceed an emissions target, calculated as the average of their annual specific emissions targets over that period. Compliance with those targets should be assessed at the end of the three-year period for each individual manufacturer. The excess emission premiums should be calculated accordingly.
- (4) In order to align the pooling provisions with the additional compliance flexibility in the years 2025 to 2027, it should be possible to enter into pooling agreements for the calendar year 2025 or 2026 until the end of 2027.

---

<sup>3</sup> 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 (OJ L 111, 25.4.2019, p. 13, ELI: <http://data.europa.eu/eli/reg/2019/631/oj>).

- (5) Since the objective of this Regulation, namely to provide additional flexibility for the CO<sub>2</sub> compliance in the period 2025 to 2027 while preserving the CO<sub>2</sub> emissions reduction requirements for both new passenger cars and new light commercial vehicles, cannot be sufficiently achieved by the Member States, but can rather, by reason of its scale and effects, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve that objective.
- (6) In view of the urgency to provide an additional flexibility for the CO<sub>2</sub> compliance in the period 2025 to 2027 while preserving the CO<sub>2</sub> emissions reduction requirements for both new passenger cars and new light commercial vehicles, it is considered to be appropriate to invoke the exception to the eight-week period provided for in Article 4 of Protocol No 1 on the role of national Parliaments in the European Union, annexed to the Treaty on European Union, to the Treaty on the Functioning of the European Union and to the Treaty establishing the European Atomic Energy Community.
- (7) Regulation (EU) 2019/631 should therefore be amended accordingly,

HAVE ADOPTED THIS REGULATION:

## *Article 1*

Regulation (EU) 2019/631 is amended as follows:

(1) in Article 4, the following paragraph is inserted:

‘1a. By way of derogation from paragraph 1, for the three-year period comprising the calendar years 2025 to 2027, a manufacturer, including when it is a member of a pool, shall ensure that its average specific emissions of CO<sub>2</sub> over that period do not exceed its specific emissions target over that period.

Those average specific emissions of CO<sub>2</sub> shall be calculated as the average over the three-year period of the annual average specific emissions of CO<sub>2</sub> weighted according to the number of newly registered vehicles for the manufacturer in each calendar year.

The specific emissions target shall be calculated as the average over the three-year period of the annual specific emissions targets determined in accordance with point 6.3 of Part A or Part B of Annex I or, where a manufacturer is granted a derogation under Article 10, in accordance with that derogation, weighted according to the number of newly registered vehicles for the manufacturer in each calendar year.

For each calendar year in which a manufacturer was included in a pool, the annual average specific emissions of CO<sub>2</sub> and the annual specific emissions target to be used for those calculations shall be the values for that pool.’;

(2) in Article 6(2), the following subparagraph is added:

‘By way of derogation from the first subparagraph, an agreement to form a pool covering the calendar year 2025 or 2026 may be entered into up to 31 December 2027.’;

(3) in Article 8(1), the following subparagraph is added:

‘By way of derogation from the first subparagraph, with respect to the calendar years 2025 to 2027, the Commission shall impose an excess emissions premium on any manufacturer whose average specific emissions of CO<sub>2</sub> over those three years exceed its specific emissions target over the period 2025 to 2027.’.

*Article 2*

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Strasbourg, ...

*For the European Parliament*  
*The President*

*For the Council*  
*The President*