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To:	Ms Thérèse BLANCHET, Secretary-General of the Council of the European Union
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Subject:	ANNEXES to the Commission Delegated Regulation (EU) ..../.... amending Regulation (EU) 2019/631 of the European Parliament and of the Council setting CO2 emission performance standards for new passenger cars and for new light commercial vehicles

Delegations will find attached document C(2023) 3501 final - annexes.

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ANNEXES 1 to 3

## **ANNEXES**

**to the**

**Commission Delegated Regulation (EU) ..../....**

**amending Regulation (EU) 2019/631 of the European Parliament and of the Council  
setting CO<sub>2</sub> emission performance standards for new passenger cars and for new light  
commercial vehicles**

## ANNEX I

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

(1) Part A is amended as follows:

(a) the following point 3d is inserted:

‘3d. For a pool formed in accordance with Article 6, the WLTP specific emissions reference target shall be determined on the basis of the  $WLTP_{CO_2}$ ,  $NEDC_{CO_2}$  and  $NEDC_{2020target}$  values calculated for that pool as a whole.

In case of a pool newly formed in the years 2021 to 2024 or a change in membership of a pool that existed in 2020, the WLTP specific emissions reference target shall be calculated on the basis of the  $WLTP_{CO_2}$ ,  $NEDC_{CO_2}$  and  $NEDC_{2020target}$  values for the new pool as a whole.’;

(b) in point 5, the following point (c) is added:

‘(c) For a manufacturer that has been granted a derogation in accordance with Article 10(4) for any of the calendar years from 2025 to 2028, the specific emissions target (Derogation target<sub>2025-2028</sub>) shall be calculated as follows:

$$\text{Derogation target}_{2025-2028} = \frac{WLTP_{CO_2, measured}}{WLTP_{CO_2}} \cdot \frac{WLTP_{CO_2, ind}}{NEDC_{CO_2, ind}} \cdot \text{Target}_{2021} \cdot (1 - \text{reduction factor}_{2025})$$

For such a manufacturer that was not responsible for the registration of new passenger cars in 2020 or for which  $WLTP_{CO_2}$  as defined in point 3 or  $NEDC_{CO_2}$  as defined in point 3 is zero, the specific emissions target (Derogation target<sub>2025-2028</sub>) shall be calculated as follows:

$$\text{Derogation target}_{2025-2028} = \frac{WLTP_{CO_2, measured}}{NEDC_{CO_2}} \cdot \text{Target}_{2021} \cdot (1 - \text{reduction factor}_{2025})$$

Where:

$WLTP_{CO_2, measured}$	is the average value across all individual manufacturers for which a specific emissions target applies in accordance with point 4, weighted by the number of new passenger cars registered in 2020, of $WLTP_{CO_2, measured}$ as defined in point 6.0;
$WLTP_{CO_2}$	is the average value across all individual manufacturers for which a specific emissions target applies in accordance with point 4, weighted by the number of new passenger cars registered in 2020, of $WLTP_{CO_2}$ as defined in point 3;
$NEDC_{CO_2}$	is the average value across all individual manufacturers for which a specific emissions target applies in accordance with point 4, weighted by the number of new passenger cars registered in 2020, of $NEDC_{CO_2}$ as defined in point 3;
$WLTP_{CO_2, ind}$	is equal to $WLTP_{CO_2}$ as defined in point 3;
$NEDC_{CO_2, ind}$	is equal to $NEDC_{CO_2}$ as defined in point 3;
reduction factor <sub>2025</sub>	is the reduction referred to in Article 1(4), point (a);
Target <sub>2021</sub>	is a 45 % reduction on the average specific emissions of CO <sub>2</sub> in 2007 of that manufacturer.’;

(2) Part B is amended as follows:

(a) the following point 3d is inserted:

‘3d. For a pool formed in accordance with Article 6, the WLTP specific emissions reference target shall be determined on the basis of the  $WLTP_{CO_2}$ ,  $NEDC_{CO_2}$  and  $NEDC_{2020target}$  values calculated for that pool as a whole.

In case of a pool newly formed in the years 2021 to 2024 or a change in membership of a pool that existed in 2020, the WLTP specific emissions reference target shall be calculated on the basis of the  $WLTP_{CO_2}$ ,  $NEDC_{CO_2}$  and  $NEDC_{2020target}$  values for the new pool as a whole.’;

(b) in point 6.2.1., the wording:

‘TM is the average test mass in kilograms (kg) of all new light commercial vehicles of the manufacturer registered in the relevant calendar year;’

is replaced by the following:

‘TM is the average test mass in kilograms (kg) of all new light commercial vehicles of the manufacturer registered in the relevant calendar year.

In the case of a complete base vehicle related to a completed vehicle, the test mass to be considered is the test mass of that base vehicle.

In the case of an incomplete base vehicle related to a completed vehicle, the test mass value to be considered is the value  $DM_{base}$  determined in accordance with Annex III, Part A, point 1.2.4.(a);’.

## ANNEX II

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

(1) Part A is amended as follows:

(a) point 1a is amended as follows:

(i) the introductory wording is replaced by the following:

‘Member States shall, for each calendar year, record the following detailed data for each new passenger car registered as an M<sub>1</sub> vehicle in their territory and transmit it to the Commission in accordance with Article 7(2) in the format set out in Part B, Section 2A.’;

(ii) the following point (5a) is inserted:

‘(5a) Roadload family’s identifier or Roadload Matrix family’s identifier.’;

(iii) the following point (9a) is inserted:

‘(9a) Character corresponding to the provisions used for type-approval.’;

(iv) points (19), (22), (23) and (24) are deleted;

(v) the second paragraph is deleted;

(b) point 2 is replaced by the following:

‘2. The detailed data referred to in point 1a. shall be taken from the certificate of conformity of the relevant passenger car unless indicated otherwise in Part B, Section 2A of this Annex.’;

(2) in Part B, Section 2A, the table is amended as follows:

(a) in the first column, in the first entry, the heading “Reference to point 1 and 1a of Part A” is replaced by the following:

‘Reference to point 1a. of Part A’;

(b) the following entry (5a) is inserted:

‘(5a)	Roadload family’s identifier or Roadload Matrix family’s identifier	0.2.3.4. 0.2.3.5’;
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(c) the following entry (9a) is inserted:

‘(9a)	Character corresponding to the provisions used for type-approval	47’;
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(d) entry (14) is replaced by the following:

‘(14)	Fuel type	26
	Fuel mode	26.1
		23 (in case of battery electric vehicles)
		23.1 (in case of off-vehicle charging

		hybrid electric vehicles)';
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- (e) the entries (19)((19), (22), (23) and (24) and are deleted;
- (f) note 4 is deleted.

### **ANNEX III**

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

(1) Part A is amended as follows:

- (a) point 1.1a. is amended as follows:
  - (i) the heading and the introductory wording are replaced by the following:

‘1.1a. Reporting by Member States on vehicles registered as N<sub>1</sub> vehicles

Member States shall, for each calendar year, record the following detailed data for each new complete or completed light commercial vehicle registered as N<sub>1</sub> vehicle in their territory and transmit it to the Commission in accordance with Article 7(2) in the format set out in Part C, Section 2a.’;
  - (ii) point (1) is replaced by the following:

‘(1) the manufacturer (in case of completed vehicles: the base vehicle manufacturer);’;
  - (iii) the following point (5a) is inserted:

‘(5a) Roadload family’s identifier or Roadload Matrix family’s identifier;’;
  - (iv) the following point (7a) is inserted:

‘(7a) Complete or completed vehicle;’;
  - (v) the following point (9a) is inserted:

‘(9a) Character corresponding to the provisions used for type-approval;’;
  - (vi) point (12) is replaced by the following:

‘(12) Mass in running order of the complete or completed vehicle;’;
  - (vii) the following point (12a) is inserted:

‘(12a) In case of completed vehicles, mass in running order of the base vehicle;’;
  - (viii) points (19), (23), (24) and (25) are deleted;
  - (ix) the second paragraph is deleted;
- (b) points 1.2.1. and 1.2.1.2a. are deleted;
- (c) point 1.2.2. is amended as follows:
  - (i) the introductory wording is replaced by the following:

‘For each new completed vehicle reported by the Member States in accordance with point 1.1a., the manufacturer of the base vehicle shall report to the Commission the data specified in points (a) and (b) of this point for each base vehicle with the same vehicle identification number as that of the completed vehicle. The data shall be reported within three months of the manufacturer being notified of the provisional data in accordance with Article 7(4), second subparagraph.’;
  - (ii) point (a) is amended as follows:

- point (ii) is replaced by the following:  
‘vehicle interpolation family identifier as referred to in paragraph 6.2.6 of UN Regulation 154’;

- points (iv), (v) and (viii) are deleted;
- point (vii) is replaced by the following:

‘(vii) mass in running order of the incomplete base vehicle.’;

(iii) in point (b), point (iv) is replaced by the following:

‘(iv) mass in running order of the complete base vehicle.’;

(d) in point 1.2.3, the second paragraph is replaced by the following:

‘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 and mass in running order reported by the Member States for the related completed vehicle, in accordance with point 1.1a., shall be used for determining whether the vehicle falls within the scope of this Regulation and for the calculation of the average specific emissions of CO<sub>2</sub> and the specific emissions target of the base vehicle manufacturer concerned.’;

(e) point 1.2.4 is amended as follows:

(i) the introductory wording is replaced by the following:

‘A manufacturer shall, starting from calendar year 2020, 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 Annex B7 to UN Regulation 154, using the same method as that applied for the EC 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:’;

(ii) point (a) is replaced by the following:

‘(a) Mass of the individual vehicle

The term ‘TM<sub>ind</sub>’ referred to in paragraph 3.2.3.2.2.1 or 3.2.4.1.1.1 of Annex B7 to UN Regulation 154 shall be replaced by the base vehicle default mass, DM<sub>base</sub>. Where DM<sub>base</sub> is lower than the test mass of vehicle low of the interpolation family (TM<sub>L</sub>), TM<sub>ind</sub> shall be replaced by TM<sub>L</sub>. Where DM<sub>base</sub> is higher than the test mass of vehicle high of the interpolation family (TM<sub>H</sub>), TM<sub>ind</sub> shall be replaced by TM<sub>H</sub>.

DM<sub>base</sub> shall be determined in accordance with the following formula:

$$DM_{base} = MRO_{base} \times B_0 + 25 \text{ kg} + 0,28 \times (TPMLM - MRO_{base} \times B_0 - 25 \text{ kg})$$

Where:

MRO <sub>base</sub>	is the mass in running order of the base vehicle as defined in paragraph 3.2.5 of UN Regulation No 154;
B <sub>0</sub>	is the body mass value of 1,375 until calendar year 2022 and of 1,351 for calendar years 2023 until 2034;
TPMLM	is the technically permissible maximum laden mass as defined in point paragraph 3.2.23 of UN Regulation 154.’;



(ii) point (b) is replaced by the following:

‘(b) Rolling resistance of the individual vehicle

The rolling resistance of the base vehicle shall be used for the purposes of paragraph 3.2.3.2.2.2 or 3.2.4.1.1.2 of Annex B7 to UN Regulation 154.’

(iii) point (c) is replaced by the following:

‘(c) Aerodynamic influence of the individual vehicle

In the case of an incomplete base vehicle that belongs to a roadload matrix family, the manufacturer shall determine the term ‘ $A_{f,ind}$ ’ referred to in paragraph 3.2.4.1.1.3 of Annex B7 to UN Regulation 154 in accordance with one of the following options:

(i) frontal area of the representative vehicle of the roadload 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 roadload matrix family, the term ‘ $f_{2,ind}$ ’ referred to in paragraph 3.2.3.2.2.4 of Annex B7 to UN Regulation 154 shall be set equal to one of the following:

(i) the mean value of the terms ‘ $f_{2,L}$ ’ and ‘ $f_{2,H}$ ’ referred to in that point;

(ii) the term ‘ $f_{2,H}$ ’ referred to in that point.’;

(f) point 2 is replaced by the following:

‘2. The detailed data referred to in point 1.1.a. shall be taken from the certificate of conformity of the relevant light commercial vehicle unless indicated otherwise in Part C, Section 2a.’;

(2) Part B is deleted;

(3) in Part C, Section 2a is amended as follows:

(a) the heading of the first column “Reference to point 1 and 1a of Part A” is replaced by the following:

‘Reference to Part A, point 1.1a’;

(b) entry (1) is replaced by the following:

‘(1)	Manufacturer name (EU standard denomination) <sup>(1)</sup>	Name assigned by the Commission
	Manufacturer name <sup>(2)</sup>	0.5, or in the case of vehicles subject to multi-stage type approval, 0.5.1 (name of the base vehicle manufacturer)’;

(c) the following entry (5a) is inserted:

‘(5a)	Roadload family’s identifier or Roadload Matrix family’s identifier	0.2.3.4. 0.2.3.5.’;
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(d) the following entry (7a) is inserted:

‘(7a)	Complete or completed vehicle	0.4’;
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(e) the following entry (9a) is inserted:

‘(9a)	Character corresponding to the provisions used for type-approval	47’;
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(f) entry (12) is replaced by the following:

‘(12)	Mass in running order of the complete or completed vehicle	13’;
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(g) the following entry (12a) is inserted:

‘(12a)	Mass in running order of the base vehicle (in case of completed vehicle)	14’;
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(h) entry (14) is replaced by the following:

‘(14)	Fuel type	26
	Fuel mode	26.1 23 (in case of battery electric vehicles) 23.1 (in case of off-vehicle charging hybrid electric vehicles)’;

(i) entry (22) is replaced by the following:

‘(22)	Technically permissible maximum laden mass (TPMLM)	16.1’;
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(j) the entries (19), (23), (24) and (25) are deleted;

(k) note 4 is deleted.