



Council of the European Union  
General Secretariat

Brussels, 10 February 2026

**Interinstitutional files:**  
**2025/0420 (COD)**

WK 2106/2026 INIT

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ONLY MARGINAL PERSONAL DATA  
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## REQUEST FOR CONTRIBUTION

From:	General Secretariat of the Council
To:	Working Party on the Environment
N° Cion doc.:	ST 17010/25 INIT + ADD 1-6
Subject:	CO2 in cars: Follow-up of the WPE meeting on 9 February 2026: Call for comments and Commission presentation

As announced by the Presidency at the abovementioned WPE meeting, delegations are invited to send their written comments and questions on Clusters 1, 4 and 5 as well as any remaining comments and questions to the proposal as a whole and the Impact Assessment **by Wednesday 18 February 2026** **cob** to the Presidency [redacted] and [redacted] and the Commission [redacted] and [redacted] with copy to the General Secretariat [redacted], [redacted], environment@consilium.europa.eu).

Delegations will also find attached the Commission presentation given at the abovementioned WPE meeting.

*Delegations are reminded that Regulation (EC) No 1049/2001 of 30 May 2001 regarding public access to European Parliament, Council and Commission documents applies to all written comments, in whatever form provided.*

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# CO<sub>2</sub> emission standards for cars and vans

## Article 2(1)(b) - N ZEV: clarification

Council – WPE 09/02/2026

# Scope of the CO<sub>2</sub> standards for vans

- Article 2(1) (Scope) of Regulation (EU) 2019/631, as amended, reads:  
*This Regulation shall apply to the following motor vehicles:*  
[...]  
*(b) category N1 as defined in Article 4(1), point (b)(i), of Regulation (EU) 2018/858 and falling within the scope of Regulation (EC) No 715/2007 ('light commercial vehicles'), which are registered in the Union for the first time and which have not previously been registered outside the Union ('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, be counted as light commercial vehicles falling within the scope of this Regulation if the **reference mass minus the mass of the energy storage system does not exceed 2 840 kg** ~~*excess reference mass is due only to the mass of the energy storage system.*~~

# Objective of Article 2(1)(b)

- As a general rule, only **N1 vehicles** are in scope of the CO<sub>2</sub> standards for vans, when they fall within the scope of Regulation (EC) No 715/2007 [Euro 6]
  - In practice, this means N1 vehicles with a reference mass below 2840 kg or 2610 kg, depending on whether they are approved as LDV or HDV
- This means that zero-emission vans would fall outside of the scope if they exceed the mass thresholds, even if this is only due to the additional mass of their batteries.
- Article 2(1)(b), second part aims to avoid this situation (from 1/1/2025) by not taking into account the additional battery mass in deciding whether the mass threshold is exceeded. This rule applies not only to N1, but also to N2 vehicles.
  - However, the current drafting of this provision may cause some “too light” zero-emission vans being excluded from the scope (cf. next slide).

→ The proposed adjustment aims to clarify which N zero-emission vans fall within the scope



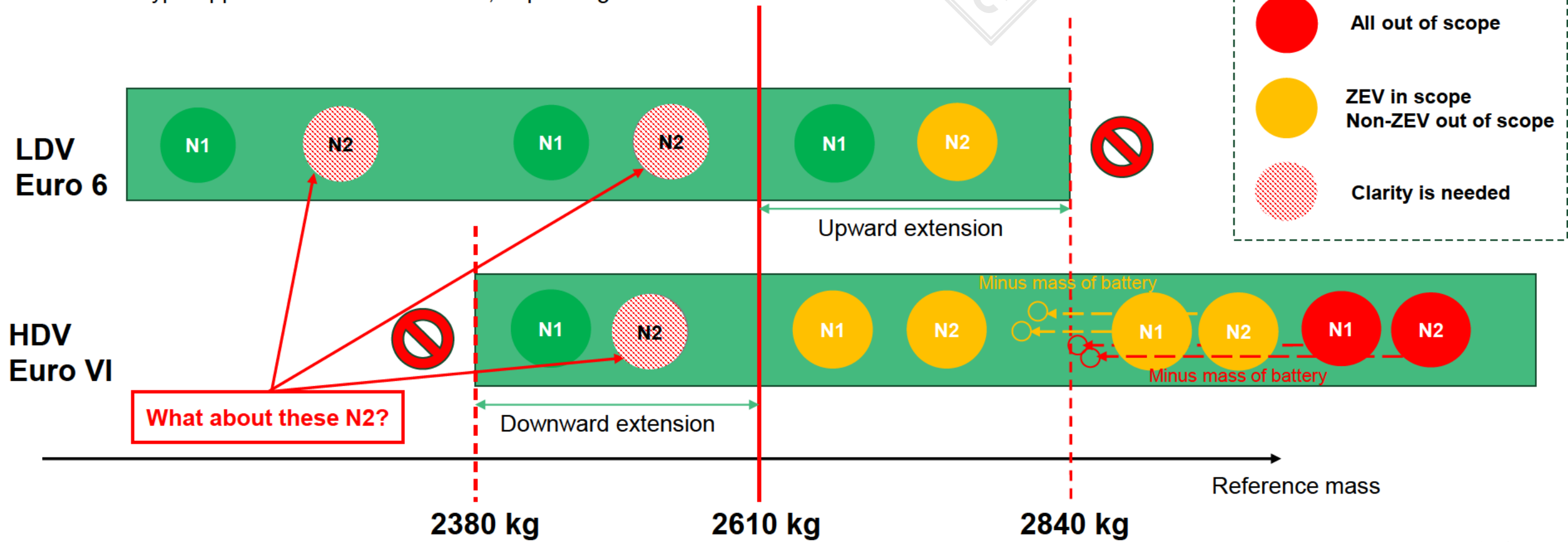
# Current situation

Euro 6/VI: light-commercial vehicles covered by the CO<sub>2</sub> standards can be type-approved as LDV or as HDV, depending on their reference mass

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**Scope of CO<sub>2</sub> standards for vans**




- All in scope
- All out of scope
- ZEV in scope  
Non-ZEV out of scope
- Clarity is needed

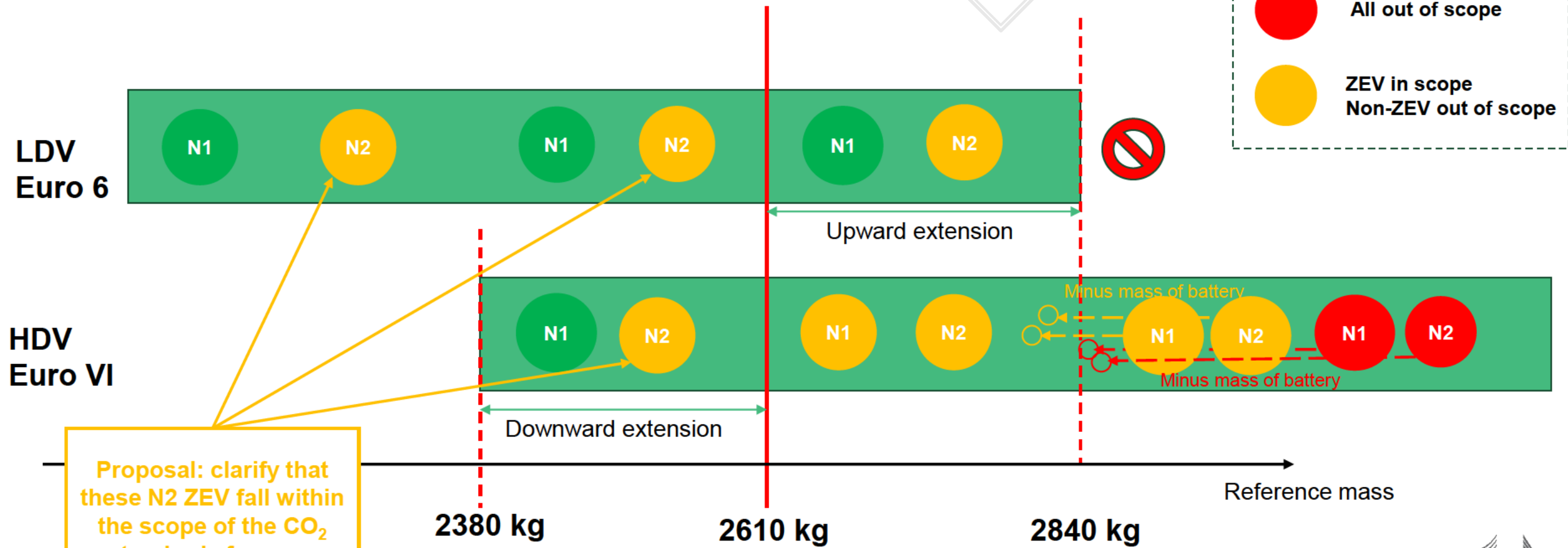


# Clarification (proposal)

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Scope of CO<sub>2</sub> standards for vans

-  All in scope
-  All out of scope
-  ZEV in scope  
Non-ZEV out of scope






Proposal: clarify that these N2 ZEV fall within the scope of the CO<sub>2</sub> standards for vans

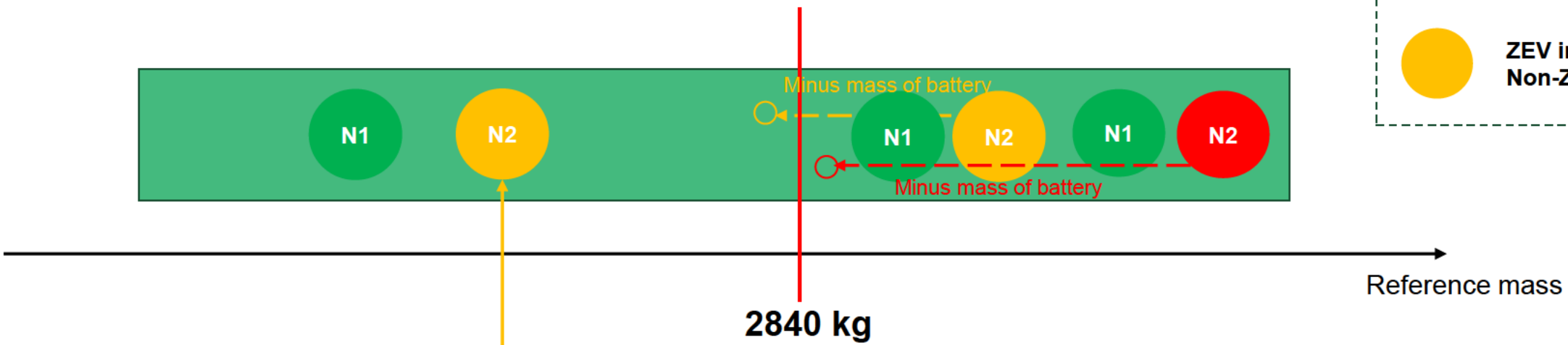


# Clarification (proposal) (under the Euro 7 regime)

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**Scope of CO<sub>2</sub> standards for vans**

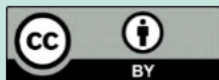
-  All in scope
-  All out of scope
-  ZEV in scope  
Non-ZEV out of scope



Proposal: clarify that these N2 ZEV fall within the scope of the CO<sub>2</sub> standards for vans



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