



EUROPEAN
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ANNEX

ANNEX

to the

**Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE
COUNCIL**

**amending Regulation (EU) 2019/631 as regards strengthening the CO₂ emission
performance standards for new passenger cars and new light commercial vehicles in line
with the Union's increased climate ambition**

{SEC(2021) 556 final} - {SWD(2021) 188 final} - {SWD(2021) 613 final} -
{SWD(2021) 614 final}

ANNEX

Annex I is amended as follows:

(1) Part A is amended as follows:

(a) in point 6.1, the heading is replaced by the following:

‘EU fleet-wide targets for 2025 onwards’,

(b) in point 6.1.2, the heading is replaced by the following:

‘EU fleet-wide target for 2030 to 2034’

(c) the following point 6.1.3 is added:

‘6.1.3 EU fleet-wide target for 2035 onwards

$\text{EU fleet-wide target}_{2035} = \text{EU fleet-wide target}_{2021} \cdot (1 - \text{reduction factor}_{2035})$

where:

$\text{EU fleet-wide target}_{2021}$ is as defined in point 6.0;

$\text{Reduction factor}_{2035}$ is as defined in Article 1(5a), point (a).’

(d) in point 6.2 the heading is replaced by the following:

‘Specific emissions reference targets’

(e) point 6.2.2 is deleted.

(f) point 6.3 is replaced by the following:

‘6.3 Specific emissions targets for 2025 onwards

6.3.1 Specific emissions targets for 2025 to 2029:

$\text{Specific emissions target} = \text{specific emissions reference target} \cdot \text{ZLEV factor}$

where:

$\text{specific emissions reference target}$ is the specific emissions reference target of CO₂ determined in accordance with point 6.2.1;

ZLEV factor is $(1 + y - x)$, unless this sum is larger than 1,05 or lower than 1,0 in which case the ZLEV factor shall be set to 1,05 or 1,0, as the case may be;

where:

y is the share of zero- and low-emission vehicles in the manufacturer's fleet of new passenger cars calculated as the total number of new zero- and low-emission vehicles, where each of them is counted as $\text{ZLEV}_{\text{specific}}$ in accordance with the following formula, divided by the total number of new passenger cars registered in the relevant calendar year:

$$\text{ZLEV}_{\text{specific}} = 1 - \left(\frac{\text{specific emissions of CO}_2 \cdot 0,7}{50} \right)$$

For new passenger cars registered in Member States with a share of zero- and low-emission vehicles in their fleet below 60% of the Union average in the year 2017 and with less than 1 000 new zero- and low-emission

vehicles registered in the year 2017*, $ZLEV_{specific}$ shall, until and including 2029, be calculated in accordance with the following formula:

$$ZLEV_{specific} = \left(1 - \left(\frac{\text{specific emissions of CO}_2 \cdot 0,7}{50} \right) \right) \cdot 1,85$$

Where the share of zero- and low-emission vehicles in a Member State's fleet of new passenger cars registered in a year between 2025 and 2028 exceeds 5 %, that Member State shall not be eligible for the application of the multiplier of 1,85 in the subsequent years;

x is 15 % in the years 2025 to 2029.

6.3.2 Specific emissions targets for 2030 to 2034

Specific emissions target = EU fleet-wide target₂₀₃₀ + $a_{2030} \cdot (TM - TM_0)$

Where,

EU fleet-wide target₂₀₃₀ is as determined in accordance with point 6.1.2;

a_{2030} is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{average emissions}_{2021}}$

where,

a_{2021} is as defined in point 6.2.1

average emissions₂₀₂₁ is as defined in point 6.2.1

TM is as defined in point 6.2.1

TM₀ is as defined in point 6.2.1

6.3.3 Specific emissions targets for 2035 onwards

Specific emissions target = EU fleet-wide target₂₀₃₅ + $a_{2035} \cdot (TM - TM_0)$

Where,

EU fleet-wide target₂₀₃₅ is as determined in accordance with point 6.1.3;

a_{2035} is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{average emissions}_{2021}}$

where,

a_{2021} is as defined in point 6.2.1

average emissions₂₀₂₁ is as defined in point 6.2.1

TM is as defined in point 6.2.1

TM₀ is as defined in point 6.2.1

* The share of zero- and low-emission vehicles in the new passenger car fleet of a Member State in 2017 is calculated as the total number of new zero- and low-emission vehicles registered in 2017 divided by the total number of new passenger cars registered in the same year.*;

(2) Part B is amended as follows:

(a) in point 6.1, the heading is replaced by the following:

‘The EU fleet-wide targets for 2025 onwards’

(b) in point 6.1.2 the heading is replaced by the following:

‘The EU fleet-wide targets for 2030 to 2034’

(c) the following point 6.1.3 is added:

‘6.1.3 The EU fleet-wide targets for 2035 onwards

EU fleet-wide target₂₀₃₅ = EU fleet-wide target₂₀₂₁ · (1 – reduction factor₂₀₃₅)

where:

EU fleet-wide target₂₀₂₁ is as defined in point 6.0;

Reduction factor₂₀₃₅ is as defined in Article 1(5a), point (b).’

(d) point 6.2.2 is replaced by the following:

‘6.2.2 Specific emissions reference targets for 2030 to 2034

Specific emissions reference target = EU fleet-wide target₂₀₃₀ + α · (TM – TM₀)

Where,

EU fleet-wide target₂₀₃₀ is as determined in accordance with point 6.1.3;

α is a_{2030,L} where the average test mass of a manufacturer’s new light commercial vehicles is equal to or lower than TM₀, and a_{2030,H} where the average test mass of a manufacturer’s new light commercial vehicles is higher than TM₀;

where:

a_{2030,L} is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{Average emissions}_{2021}}$

a_{2030,H} is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2030}}{\text{EU fleet-wide target}_{2025}}$

average emissions₂₀₂₁ is as defined in point 6.2.1

TM is as defined in point 6.2.1

TM₀ is as defined in point 6.2.1’

(e) the following point 6.2.3 is added:

‘6.2.3 Specific emissions reference targets for 2035 onwards

Specific emissions reference target = EU fleet-wide target₂₀₃₅ + α · (TM – TM₀)

Where,

EU fleet-wide target₂₀₃₅ is as determined in accordance with point 6.1.3;

α is a_{2035,L} where the average test mass of a manufacturer’s new light commercial vehicles is equal to or lower than TM₀, and a_{2035,H} where the average test mass of a manufacturer’s new light commercial vehicles is higher than TM₀;

where:

a_{2035,L} is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2035}}{\text{Average emissions}_{2021}}$

$a_{2035,H}$ is $\frac{a_{2021} \cdot EU \text{ fleet-wide target}_{2035}}{EU \text{ fleet-wide target}_{2025}}$

average emissions₂₀₂₁ is as defined in point 6.2.1

TM is as defined in point 6.2.1

TM₀ is as defined in point 6.2.1

(f) point 6.3.2 is replaced by the following:

‘6.3.2 Specific emissions targets for 2030 to 2034

Specific emissions target = specific emissions reference target – ($\emptyset_{\text{targets}}$ - EU fleet-wide target₂₀₃₀)

where:

Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.2;

$\emptyset_{\text{targets}}$ is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emission reference targets determined in accordance with point 6.2.2;

EU fleet-wide target₂₀₃₀ is as determined in point 6.1.2.

(g) the following point 6.3.3 is added:

‘6.3.3 Specific emissions targets for 2035 onwards

Specific emissions target = specific emissions reference target – ($\emptyset_{\text{targets}}$ - EU fleet-wide target₂₀₃₅)

where:

Specific emissions reference target is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.3;

$\emptyset_{\text{targets}}$ is the average, weighted on the number of new light commercial vehicles of each individual manufacturer, of all the specific emission reference targets determined in accordance with point 6.2.3;

EU fleet-wide target₂₀₃₅ is as determined in point 6.1.3.’