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**PROPOSAL**

| | |
|---|---|
| From: | Secretary-General of the European Commission, signed by Ms Martine DEPREZ, Director |
| date of receipt: | 17 December 2025 |
| To: | Ms Thérèse BLANCHET, Secretary-General of the Council of the European Union |
| No. Cion doc.: | COM(2025) 995 annex |
| Subject: | ANNEX to the Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Regulation (EU) 2019/631 as regards $CO_2$ emission performance standards for new light duty vehicles and vehicle labelling and repealing Directive 1999/94/EC |

Delegations will find attached document COM(2025) 995 annex.

Encl.: COM(2025) 995 annex

EUROPEAN
COMMISSION

Strasbourg, 16.12.2025
COM(2025) 995 final

ANNEX

**ANNEX**

**to the**

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

**amending Regulation (EU) 2019/631 as regards CO2 emission performance standards for new light duty vehicles and vehicle labelling and repealing Directive 1999/94/EC**

{SEC(2025) 995 final} - {SWD(2025) 1057 final} - {SWD(2025) 1058 final} -
{SWD(2025) 1059 final}

# ANNEX

Annex I is amended as follows:

(a) in Part A, the following point 7 is added:

"7. Fuel credits and low carbon steel credits.

7.1. Low carbon steel credits

| |
|---|
| Low-carbon steel credits = $GHGsavings_{low\text{-}carbon\ steel}$ [$kgCO_2$/t steel] * quantity of low carbon steel made in the EU used in passenger cars by the manufacturer in the calendar year [t] / (newcars * mileage)<br><br>Taking into account all the rules defined in Article 5b |

where:

| | |
|---|---|
| $GHGsavings_{low\text{-}carbon\ steel}$ | is the $CO_2$ emission intensity of the baseline steel – average $CO_2$ emission intensity of the low-carbon steel made in the EU used by a manufacturer in passenger cars [kg $CO_2$ / t steel] in the calendar year |
| newcars | is the number of new passenger cars registered, the manufacturer is responsible for, in the calendar year |
| mileage | is the average lifetime mileage of passenger cars, which is set at 240 000 [km] |

7.2. Fuel credits

| | |
|---|---|
| fuel credits | is the sum for all of the eligible fuels referred to in Article 5a(2) of:<br>$$Q_{fuel} * GHGsavings * \frac{fuelsharecars}{newcars * mileage}$$<br>Taking into account all the rules defined in Article 5a |

where:

| | |
|---|---|
| Qfuel | is, for each fuel, the energy quantity put on the Union market for the road transport sector, as reported in the Union Database established pursuant to Article 31a of Directive (EU) 2018/2001 [MJ] |

| | |
|---|---|
| GHGsavings | is, for each fuel, the difference between the fossil fuel comparator and the greenhouse gas emission intensity of the fuel as reported in the Union Database established pursuant to Article 31a of Directive (EU) 2018/2001 [g $CO_2$e/MJ] |
| fossil fuel comparator | is as defined in point 19 of Part C of Annex 5 to Directive (EU) 2018/2001 for biofuels, in point 19 of Part B of Annex 6 to that Directive for biogas, and in point 2 of part A of the Annex to Commission Delegated Regulation (EU) 2023/1185 for renewable fuels of non-biological origin |
| fuelsharecars | is the total quantity of fuels used by passenger cars, as a proportion of the total quantity of fuels used in road transport in the Union, as published in the Union greenhouse-gas inventory, in accordance with Article 26 of Regulation (EU) 2018/1999 of the European Parliament and of the Council of 11 December 2018 on the Governance of the Energy Union and Climate Action (the 'Governance Regulation') |
| newcars | is the number of new passenger cars registered |
| mileage | is the average lifetime mileage of passenger cars, which is set at 240 000 [km] |

For the parameters Qfuel, GHGsavings, fuelsharecars and newcars, the data to be used are those for the calendar year two years prior to the target year or, where that data is not available, for the most recent calendar year for which data is available. "

(b) in Part B, point 6.3.1., row "$ø_{targets}$" is replaced by the following:

"

| | |
|---|---|
| $ø_{targets}$ | is the average, weighted on the number of new light commercial vehicles of each individual manufacturer registered in 2024, of all the specific emissions reference targets determined in accordance with point 6.2.1 but for which TM and TM0 are calculated on the basis of the test mass of the vehicles registered in 2024; |

"

(c) in Part B, point 6.3.2., row "$ø_{targets}$" is replaced by the following:

"

| | |
|---|---|
| $ø_{targets}$ | is the average, weighted on the number of new light commercial vehicles of each individual manufacturer registered in 2028, of all the specific emissions reference targets determined in accordance with point 6.2.2 but for which TM and TM0 are calculated on the basis of the test mass of the vehicles registered in 2028 ; |

“

(d) in Part B, point 6.3.2., row “$ø_{targets}$” is replaced by the following:

“

| | |
|---|---|
| $ø_{targets}$ | is the average, weighted on the number of new light commercial vehicles of each individual manufacturer registered in 2033, of all the specific emissions reference targets determined in accordance with point 6.2.3 but for which TM and TM0 are calculated on the basis of the test mass of the vehicles registered in 2033; |

“

(e) in Part B, the following point 7 is added:

“7. Fuel credits and low carbon steel credits.

7.1. Low carbon steel credits

| |
|---|
| Low-carbon steel credits = $GHGsavings_{low\text{-}carbon\ steel}$ [$kgCO_2$/t steel] * quantity of low carbon steel made in the EU used in light commercial vehicles by the manufacturer in the calendar year [t] / (newvans * mileage)<br><br>Taking into account all the rules defined in Article 5b |

where:

| | |
|---|---|
| $GHGsavings_{low\text{-}carbon\ steel}$ | is the $CO_2$ emission intensity of the baseline steel – average $CO_2$ emission intensity of the low-carbon steel made in the EU used by a manufacturer in light commercial vehicles [kg $CO_2$ / t steel] in the calendar year |
| newvans | is the number of new light commercial vehicles registered, the manufacturer is responsible for, in the calendar year |
| mileage | is the average lifetime mileage of light commercial vehicles, which is set at 300 000 [km] |

7.2. Fuel credits

| | |
|---|---|
| fuel credits | is the sum, for all of the eligible fuels referred to in Article 5a(2), of:<br>$$Q_{fuel} * GHGsavings * \frac{fuelsharevans}{newvans * mileage}$$ |

| | |
|---|---|
| | Taking into account all the rules defined in Article 5a |

where:

| | |
|---|---|
| Qfuel | is, for each fuel, the energy quantity put on the Union market for the road transport sector, as reported in the Union Database established pursuant to Article 31a of Directive (EU) 2018/2001 [MJ] |
| GHGsavings | is, for each fuel, the difference between the fossil fuel comparator and the greenhouse gas emission intensity of the fuel as reported in the Union Database established pursuant to Article 31a of Directive (EU) 2018/2001 [g $CO_2$e/MJ] |
| fossil fuel comparator | is as defined in point 19 of Part C of Annex 5 to Directive (EU) 2018/2001 for biofuels, in point 19 of Part B of Annex 6 to that Directive for biogas, and in point 2 of part A of the Annex to Commission Delegated Regulation (EU) 2023/1185 for renewable fuels of non-biological origin |
| fuelsharevans | is the total quantity of fuels used by light commercial vehicles, as a proportion of the total quantity of fuels used in road transport in the Union as published in the Union greenhouse-gas inventory, in accordance with Article 26 of Regulation (EU) 2018/1999 of the European Parliament and of the Council of 11 December 2018 on the Governance of the Energy Union and Climate Action (the 'Governance Regulation') |
| newvans | is the number of new light commercial vehicles registered |
| mileage | is the average lifetime mileage of light commercial vehicles, which is set at 300 000 [km] |

For the parameters Qfuel, GHGsavings, fuelsharevans and newvans, the data to be used are those for the calendar year two years prior to the target year or, where that data is not available, for the most recent calendar year for which data is available. "

Annex II is amended as follows:

(a) in Part A (1a), the following points (22) and (23) are added:

"(22) Length"

"(23) 'Made in the EU';

(b) in the table in Part B, Section 2A, the following rows (22) and (23) are added:

"

| | | |
|---|---|---|
| (22) | Length | 5 |
| (23) | Made in the EU | |

“

Annex IIIa is inserted as follows:

***“Annex IIIa***

***Vehicle Labelling***

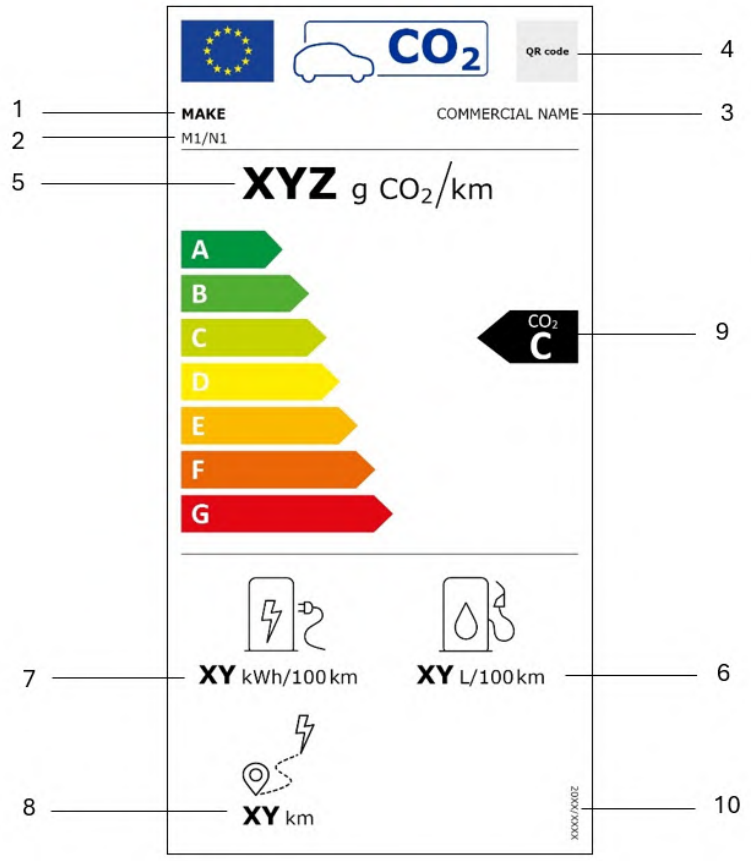
**PART 1: Grading of vehicle parameter ‘$CO_2$ emissions’**

The $CO_2$ emissions class shall be determined according to the ‘A’ to ‘G’ scale specified in the table below, on the basis of the value of parameter 5 (‘$CO_2$ emissions’) as defined in Part 2 of this Annex.

| **$CO_2$ emissions class** | **$CO_2$ emissions in g/km for vehicle category M1** | **$CO_2$ emissions in g/km for vehicle category N1** |
|---|---|---|
| A | 0 | 0 |
| B | 1 to 25 | 1 to 25 |
| C | 26 to 50 | 26 to 50 |
| D | 51 to 75 | 51 to 100 |
| E | 76 to 100 | 101 to 150 |
| F | 101 to 125 | 151 to 200 |
| G | 126 and higher | 201 and higher |

**PART 2: Content and format of the vehicle label**

(a) Standard vehicle label




Information elements to be included:

| | |
|---|---|
| 1 | Make (trade name of the manufacturer) |
| 2 | Category of vehicle (M1 or N1) |
| 3 | Commercial name(s) |
| 4 | QR code giving access to all information elements described in Part 3 of this Annex in the product database for the vehicle model corresponding to the vehicle near which the label is attached or displayed. Where information on the vehicle model is not available in the product database, this information element shall not be displayed. |
| 5 | Combined $CO_2$ emissions in g $CO_2$/km<br>for OVC-HEV: weighted combined $CO_2$ emissions in g $CO_2$/km |
| 6 | If applicable, combined fuel consumption in L/100km<br>for OVC-HEV: charge-sustaining ('CS') combined fuel consumption in L/100km |
| 7 | If applicable, combined electric consumption in kWh/100km |

| | |
|---|---|
| | for OVC-HEV: charge depleting ('CD') combined electric consumption in kWh/100km, calculated as follows: CD combined electric consumption = weighted combined electric consumption * (CS combined $CO_2$ emissions - CD combined $CO_2$ emissions) / (CS combined $CO_2$ emissions - weighted combined $CO_2$ emissions) |
| 8 | If applicable,<br>for pure electric vehicle: electric range in km<br>for OVC-HEV: equivalent all electric range in km |
| 9 | $CO_2$ emissions class as defined in Part 1 of this Annex |
| 10 | Serial number of this Regulation: '202x/xxx'. |

These information elements shall be based on values from the certificate of conformity of the vehicle.

For certain vehicles, the following changes to the content of the vehicle label shall be applied:

– For pure electric vehicles: the pictogram and the value for information element 6 (fuel consumption) shall be deleted;

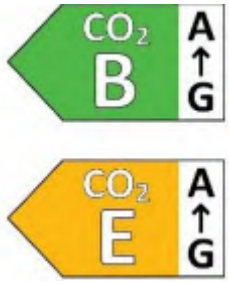
– For internal combustion engine vehicles and not off-vehicle charging hybrid electric vehicles, the pictograms and the values for information element 7 (electric energy consumption) and information element 8 (electric range) shall be deleted;

– For vehicles fuelled with hydrogen: the pictograms and the values for information element 7 (electric energy consumption) and information element 8 (electric range) shall be deleted, and the unit of the value for information element 6 (fuel consumption) shall be replaced by kg/100km;

– For vehicles fuelled with natural gas and hydrogen natural gas: the pictograms and the values for information element 7 (electric energy consumption) and information element 8 (electric range) shall be deleted, and the unit of the value for information element 6 (fuel consumption) shall be replaced by $m^3$/100km.

The technical parameters related to promotional material mentioned in Article 15a(2), second and third subparagraphs, shall be information elements 5 to 9.

(b) Simplified vehicle label ('class arrow')



For promotional material on the internet, the vehicle label may, as an alternative to the standard vehicle label described in point A, be displayed as a 'class arrow', as indicated in the figure below:

The class arrow shall contain the letter of the $CO_2$ emissions class as defined in Part 1 of this Annex. The colour of the class arrow shall match the colour of the $CO_2$ emissions class of the vehicle on the standard vehicle label.

The information elements described in Part 3 of this Annex in the product database for the vehicle model corresponding to the vehicle for which the class arrow is displayed, shall be directly accessible via a weblink by clicking on the class arrow, except where information on the vehicle model is not available in the product database.

(c) Format

For aspects not specified in points A and B above, the format of the standard and simplified vehicle label shall follow the relevant guidelines accompanying Regulation (EU) 2017/1369.

**PART 3: Information to be entered into the product database by the manufacturer**

When entering information on a vehicle model into the product database, the manufacturer shall provide the information elements listed below. For points 5 to 10, the values to be entered for a given vehicle model shall correspond to the individual vehicles with the lowest and highest values within that vehicle model.

| | |
|---|---|
| 1 | Make (trade name of the manufacturer) |
| 2 | Category of vehicle (M1 or N1) |
| 3 | Commercial name(s) |
| 4 | Vehicle model identifier: Type, Variant, Version |
| 5 | Combined $CO_2$ emissions in g $CO_2$/km<br>for OVC-HEV: weighted combined $CO_2$ emissions in g $CO_2$/km |
| 6 | If applicable, combined fuel consumption in L/100km<br>for OVC-HEV: CS combined fuel consumption in L/100km |
| 7 | If applicable, combined electric consumption in kWh/100km<br>for OVC-HEV: CD combined electric consumption in kWh/100km, calculated as follows: CD combined electric consumption = weighted combined electric consumption * (CS combined $CO_2$ emissions - CD combined $CO_2$ emissions) / (CS combined $CO_2$ emissions - weighted combined $CO_2$ emissions) |
| 8 | If applicable,<br>for pure electric vehicle: electric range in km<br>for OVC-HEV: equivalent all electric range in km |

| | |
|---|---|
| 9 | Test mass in kg |
| 10 | Declared maximum for complete RDE trip: NOx in mg/km and Particles (number) |
| 11 | If applicable, Class of hybrid (electric) vehicle |
| 12 | If applicable, Fuel |
| 13 | Date of end of production of the vehicle model (once known) |

In addition, the manufacturer may enter the following optional information elements:

| | |
|---|---|
| 14 | Life-cycle $CO_2$ emissions of the vehicle, as calculated and reported according to the methodology mentioned in Article 7a(2), and once this methodology has been established |
| | |
| 15 | ’Made in the EU ’ (yes/no), according to the delegated act referred to in Article 15a paragraph 7 |
| 16 | Small electric vehicle as identified in line with point 2.4 of Part A of Annex I to Regulation (EU) 2018/858 |

“.