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ANNEXES 1 to 5

ANNEXES

to the proposal for a

Regulation of the European Parliament and of the Council

setting emission performance standards for new passenger cars and new light commercial vehicles as part of the Union's integrated approach to reduce CO₂ emissions from light-duty vehicles and amending Regulation (EC) No 715/2007 (recast)

{SWD(2017) 650 final} - {SWD(2017) 651 final}

ANNEX I

PART A. SPECIFIC EMISSIONS TARGETS FOR PASSENGER CARS

1. In 2020 the specific emissions of CO₂ for each new passenger car, shall be determined in accordance with the following formula:

$$\text{Specific emission of CO}_2 = 95 + a \times (M - M_0)$$

Where:

M	=	Mass in running order of the vehicle in kilograms (kg)
M ₀	=	1379.88
a	=	0.0333

2. The specific emissions target for a manufacturer in 2020 shall be calculated as the average of the specific emissions of CO₂ of each new passenger car registered in that calendar year of which it is the manufacturer.

3. The specific emission reference target for a manufacturer in 2021 shall be calculated as follows:

$$\text{WLTP specific emission reference target} = \text{WLTP}_{\text{CO}_2} \cdot \left(\frac{\text{NEDC}_{2020\text{target}}}{\text{NEDC}_{\text{CO}_2}} \right)$$

Where:

WLTP_{CO2} is the average specific emissions of CO₂ in 2020 determined in accordance with Annex XXI to Regulation 2017/1151 and calculated in accordance with the second indent of Article 4(3) of this Regulation, without including CO₂ savings resulting from the application of Articles 5 and 11 of this Regulation;

NEDC_{CO2} is the average specific emissions of CO₂ in 2020 determined in accordance with Implementing

Regulation (EU) 2017/1153, and calculated in accordance with the second indent of Article 4(3) of this Regulation, without including CO₂ savings resulting from the application of Articles 5 and 11 of this Regulation

NEDC_{2020target} is the 2020 specific emissions target calculated in accordance with points 1 and 2 of this Annex.

4. For the calendar years 2021 to 2024, the specific emissions target for a manufacturer shall be calculated as follows:

$$\text{Specific emissions target} = \text{WLTP}_{\text{reference target}} + a [(M\theta - M_0) - (M\theta_{2020} - M_{0,2020})]$$

Where:

WLTP_{reference target} is the 2021 WLTP specific emission reference target calculated in accordance with point 3;

a is 0.0333;

Mθ is the average of the mass in running order (M) of the new registered vehicles in the target year in kilograms (kg);

M₀ is 1379.88 in 2021, and as defined in Article 13(1)(a) for the period 2022, 2023 and 2024

Mθ₂₀₂₀ is the average of the mass in running order (M) of the new registered vehicles in 2020 in kilograms (kg);

M_{0,2020} is 1379.88.

5. For a manufacturer that has been granted a derogation with regard to a specific NEDC based emissions target in 2021, the WLTP based derogation target shall be calculated as follows:

$$\text{Derogation target}_{2021} = \text{WLTP}_{\text{CO}_2} \cdot \left(\frac{\text{NEDC}_{2021\text{target}}}{\text{NEDC}_{\text{CO}_2}} \right)$$

Where:

WLTP_{CO2} is as defined in point 3;

$NEDC_{CO_2}$ is as defined in point 3;
 $NEDC_{2021target}$ is the 2021 specific emissions target granted by the Commission pursuant to Article 10 of this Regulation.

6. From 1 January 2025, the EU fleet-wide targets and the specific emissions targets of CO₂ for a manufacturer shall be calculated as follows:

6.1 EU fleet-wide targets for 2025 and 2030

6.1.1 EU fleet-wide target for 2025 to 2029

$EU\ fleet\ wide\ target_{2025} = EU\ fleet\ wide\ target_{2021} \cdot (1 - reduction\ factor_{2025})$

Where,

$EU\ fleet\ wide\ target_{2021}$ is the average, weighted on the number of newly registered cars of each individual manufacturer, of the specific emissions targets determined for each individual manufacturer in 2021 in accordance with point 4 of this Annex

$Reduction\ factor_{2025}$ is the reduction specified in Article 1(4)(a)

6.1.2 EU fleet-wide target for 2030 onwards

$EU\ fleet\ wide\ target_{2030} = EU\ fleet\ wide\ target_{2021} \cdot (1 - reduction\ factor_{2030})$

Where,

$EU\ fleet\ wide\ target_{2021}$ is the average, weighted on the number of newly registered cars of each individual manufacturer, of the specific emissions targets determined for each individual manufacturer in 2021 in accordance with point 4

$Reduction\ factor_{2030}$ is the reduction specified in Article 1(5)(a)

6.2 Specific emissions reference targets from 2025 onwards

6.2.1 2025 to 2029

The specific emissions reference target = $EU\ fleet\ wide\ target_{2025} + a_{2025} \cdot (TM - TM_0)$

Where,

$EU\ fleet\ wide\ target_{2025}$ is as determined in accordance with point 6.1.1

a_{2025} is

$$\frac{a_{2025} \cdot EU\ fleet\ wide\ target_{2025}}{Average\ emissions_{2021}}$$

where,

a_{2021} is the slope of the best fitting straight line established by applying the linear least squares fitting method to the test mass (explanatory variable) and the specific CO₂ emissions (dependent variable) of each individual vehicle in the 2021 EU fleet

$average\ emissions_{2021}$ is the average of the specific emissions of CO₂ of all newly registered vehicles in 2021 of those manufacturers for which a specific emissions target is calculated in accordance with point 4

TM is the average test mass in kilograms of all newly registered vehicles of the manufacturer in the relevant calendar year

TM_0 is the value determined in accordance with Article 13(1)(d)

6.2.2 2030 onwards

The specific emissions reference target = $EU\ fleet\ wide\ target_{2030} + a_{2030} \cdot (TM - TM_0)$

Where,

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

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

where,

a_{2021} is the slope of the best fitting straight line established by applying the linear least squares fitting method to the test mass (explanatory variable) and the specific CO₂ emissions (dependent variable) of each individual vehicle in the 2021 EU fleet

average emissions₂₀₂₁ is the average of the specific emissions of CO₂ of all newly registered vehicles in 2021 of those manufacturers for which a specific emissions target is calculated in accordance with point 4

TM is the average test mass in kilograms of all newly registered vehicles of the manufacturer in the relevant calendar year

TM₀ is the value determined in accordance with Article 13(1)(d)

6.3 The specific emissions target from 2025 onwards

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

Where,

Specific emissions reference target is the specific emissions reference target of CO₂ determined in accordance with point 6.2.1 for the period 2025 to 2029 and 6.2.2 for 2030 onwards

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 newly registered passenger cars calculated as the total number of zero- and low-emission vehicles, where each of them is counted as ZLEV_{specific} in accordance with the formula below, divided by the total number of passenger cars registered in the relevant calendar year

$$ZLEV_{specific} = 1 - \left(\frac{\text{specific emissions}}{50} \right)$$

x is 15% in the years 2025 to 2029 and 30% in 2030 onwards.

PART B. SPECIFIC CO₂ EMISSIONS TARGETS FOR LIGHT COMMERCIAL VEHICLES

1. In 2020 the specific emissions of CO₂ for each light commercial vehicle, shall be determined in accordance with the following formulae:

$$\text{Specific emissions of CO}_2 = 147 + a \cdot (M - M_0)$$

where:

M	=	mass in running order of the vehicle in kilograms (kg)
M ₀	=	1 766.4
a	=	0.096.

2. The specific emissions target for a manufacturer in 2020 shall be calculated as the average of the specific emissions of CO₂ of each new light commercial vehicle registered in that calendar year of which it is the manufacturer.

3. The specific emission reference target for a manufacturer in 2021 shall be calculated as follows:

$$\text{WLTP specific emission reference target} = \text{WLTP}_{CO_2} \cdot \left(\frac{\text{NEDC}_{2020\text{target}}}{\text{NEDC}_{CO_2}} \right)$$

Where:

WLTP_{CO2} is the average specific emissions of CO₂ in 2020 determined in accordance with Annex XXI to Regulation (EU) 2017/1151 without including CO₂ savings resulting from the application of Article 11 of this Regulation;

NEDC_{CO2} is the average specific emissions of CO₂ in 2020 determined in accordance with Implementing Regulation (EU) 2017/1152, without including CO₂ savings resulting from the application of Article 11 of this Regulation;

NEDC_{2020target} is the 2020 specific emissions target calculated in accordance with point 1 and 2 of this Annex.

4. For the calendar years 2021 to 2024, the specific emissions target for a manufacturer shall be calculated as follows:

$$\text{Specific emissions target} = \text{WLTP}_{\text{reference target}} + a [(M_{\sigma} - M_0) - (M_{\sigma 2020} - M_{0,2020})]$$

Where:

WLTP_{reference target} is the 2021 WLTP specific emission reference target calculated in accordance with point 3;

a is 0.096;

M_σ is the average of the mass in running order (M) of the new registered light commercial vehicles in the relevant target year in kilograms (kg);

M₀ is 1 766.4 in 2020 and, for the period 2021, 2022 and 2023, the value adopted pursuant to Article 13(5) of Regulation (EU) No 510/2011, and for 2024 the value adopted pursuant to Article 13(1)(b) of this Regulation;

M_{σ2020} is the average of the mass in running order (M) of the new registered light

commercial vehicles in 2020 in kilograms (kg);

M_{0,2020}

is 1 766.4.

5. For a manufacturer that has been granted a derogation with regard to a specific NEDC based emissions target in 2021, the WLTP based derogation target shall be calculated as follows:

$$\text{Derogation target}_{2021} = \text{WLTP}_{\text{CO2}} \cdot \left(\frac{\text{NEDC}_{2020\text{target}}}{\text{NEDC}_{\text{CO2}}} \right)$$

Where:

WLTP_{CO2} is WLTP_{CO2} as defined in point 3;

NEDC_{CO2} is NEDC_{CO2} as defined in point 3;

NEDC_{2021target} is the 2021 specific emissions target granted by the Commission pursuant to Article 11 of this Regulation.

6. From 1 January 2025, the EU fleet-wide targets and the specific emissions target of CO₂ for a manufacturer shall be calculated as follows:

6.1 The EU fleet-wide targets for 2025 and 2030

6.1.1 EU fleet-wide target for 2025 to 2029

$$\text{EU fleet-wide target}_{2025} = \text{EU fleet-wide target}_{2021} \cdot (1 - \text{reduction factor}_{2025})$$

Where,

EU fleet-wide target₂₀₂₁ is the average, weighted on the number of newly registered light commercial vehicles of each individual manufacturer, of the specific emissions targets determined for each individual manufacturer in 2021 in accordance with point 4

Reduction factor₂₀₂₅ is the reduction specified in Article 1(4)(b)

6.1.2 EU fleet-wide target for 2030 onwards

$$\text{EU fleet-wide target}_{2030} = \text{EU fleet-wide target}_{2021} \times (1 - \text{reduction factor}_{2030})$$

Where,

EU fleet-wide target₂₀₂₁ is the average, weighted on the number of newly registered light commercial vehicles of each individual manufacturer, of the specific emissions targets determined for each individual manufacturer in 2021 in accordance with point 4

Reduction factor₂₀₃₀ is the reduction specified in Article 1(5)(b)

6.2 The specific emissions reference target from 2025 onwards

6.2.1 2025 to 2029

The specific emissions reference target = EU fleet-wide target₂₀₂₅ + $\alpha \cdot (TM - TM_0)$

Where,

EU fleet wide target₂₀₂₅ is as determined in accordance with point 6.1.1

α is a_{2025} where the average test mass of a manufacturer's newly registered vehicles is equal to or lower than TM_0 determined in accordance with Article 13(1)(d) and a_{2021} where the average test mass of a manufacturer's newly registered vehicles is higher than TM_0 determined in accordance with Article 13(1)(d),

where,

a_{2025} is $\frac{a_{2021} \cdot \text{EU fleet-wide target}_{2025}}{\text{Average emissions}_{2021}}$

a_{2021} is the slope of the best fitting straight line established by applying the linear least squares fitting method to the test mass (explanatory variable) and the specific CO₂ emissions (dependent variable) of

each newly registered vehicle in the 2021 EU fleet

average emissions₂₀₂₁

is the average of the specific emissions of CO₂ of all newly registered vehicles in 2021 of those manufacturers for which a specific emissions target is calculated in accordance with point 4

TM

is the average test mass in kilograms of all newly registered vehicles of the manufacturer in the relevant calendar year

TM₀

is the value determined in accordance with Article 13(1)(d)

6.2.2 2030 onwards

The specific emissions reference target = EU fleet-wide target₂₀₃₀ + $\alpha \cdot (TM - TM_0)$

EU fleet wide target₂₀₃₀

is as determined in accordance with point 6.1.2

α

is a_{2030} where the average test mass of a manufacturer's newly registered vehicles is equal to or lower than TM_0 determined in accordance with Article 13(1)(d) and a_{2021} where the average test mass of a manufacturer's newly registered vehicles is higher than TM_0 determined in accordance with Article 13(1)(d),

where,

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

a_{2021}

is the slope of the best fitting straight line established by applying the linear least squares fitting method to the test mass (explanatory variable) and the specific CO₂ emissions (dependent variable) of each newly registered vehicle in the 2021 EU fleet

average emissions₂₀₂₁

is the average of the specific emissions of CO₂ of all newly registered vehicles in 2021 of those manufacturers for which a specific emissions target is calculated in accordance with point 4

TM

is the average test mass in kilograms of all newly registered vehicles of the manufacturer in the relevant calendar year

TM₀

is the value determined in accordance with Article 13(1)(d)

6.3 Specific emissions targets from 2025 onwards

6.3.1 From 2025 to 2029

The specific emissions target = (specific emissions reference target – (ø_{targets} – EU fleet-wide target₂₀₂₅)) · ZLEV factor

Where,

Specific emissions reference target

is the specific emissions reference target for the manufacturer determined in accordance with point 6.2.1

ø_{targets}

is the average, weighted on the number of newly registered light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets 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 newly

registered light commercial vehicles calculated as the total number of zero- and low-emission vehicles, where each of them is counted as ZLEV_{specific} in accordance with the formula below, divided by the total number of light commercial vehicles registered in the relevant calendar year

$$ZLEV_{specific} = 1 - \left(\frac{\text{specific emissions}}{50} \right)$$

x

is 15%

6.3.2 From 2030 onwards

The specific emissions target = (specific emissions reference target – (ø_{targets} – EU fleet-wide target₂₀₃₀)) · ZLEV factor

Where,

Specific emissions reference target

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

ø_{targets}

is the average, weighted on the number of newly registered light commercial vehicles of each individual manufacturer, of all the specific emissions reference targets determined in accordance with points 6.2.2

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 newly registered light commercial vehicles calculated as the total number of zero- and low-emission vehicles, where each of them is counted as $ZLEV_{specific}$ in accordance with the formula below, divided by the total number of light commercial vehicles registered in the relevant calendar year

$$ZLEV_{specific} = 1 - \left(\frac{\text{specific emissions}}{50} \right)$$

x

is 30%

ANNEX II

MONITORING AND REPORTING EMISSIONS FROM NEW PASSENGER CARS

PART A — Collection of data on new passenger cars and determination of CO₂ monitoring information

1. Member States shall, for each calendar year, record the following detailed data for each new passenger car registered as an M1 vehicle in their territory:

- (a) the manufacturer;
- (b) the type-approval number with its extension;
- (c) the type, variant, and version (where applicable);
- (d) make and commercial name;
- (e) category of vehicle type-approved;
- (f) total number of new registrations;
- (g) mass in running order;

- (h) the specific emissions of CO₂ (NEDC and WLTP);
- (i) footprint: the wheel base, the track width steering axle and the track width other axle;
- (j) the fuel type and fuel mode;
- (k) engine capacity;
- (l) electric energy consumption;
- (m) code for the innovative technology or group of innovative technologies and the CO₂ emissions reduction due to that technology (NEDC and WLTP);
- (n) maximum net power;
- (o) vehicle identification number;
- (p) WLTP test mass;
- (q) deviation and verification factors referred to in point 3.2.8 of Annex I to Implementing Regulation (EU) 2017/1153;
- (r) category of vehicle registered;
- (s) vehicle family identification number;
- (t) electric range, where applicable.

Member States shall make available to the Commission, in accordance with Article 7 all parameters listed in this point as specified in the format in point 2 of Part B.

2. The detailed data referred to in point 1 shall be taken from the certificate of conformity of the relevant passenger car. In the case of bi-fuelled vehicles (petrol/gas), the certificates of conformity of which bear specific CO₂ emissions figures for both types of fuel, Member States shall use only the figure measured for gas.

3. Member States shall, for each calendar year, determine:

- (a) the total number of new registrations of new passenger cars subject to EC type-approval;
- (b) the total number of new registrations of new individually approved passenger cars;
- (c) the total number of new registrations of new passenger cars approved nationally in small series.

PART B — Format for the transmission of data

For each year, Member States shall report the information specified in points 1 and 3 of Part A in the following formats:

Section 1 - Aggregated monitoring

Member State ¹
Year
Total number of new registrations of new passenger cars subject to EC type-approval
Total number of new registrations of new individually approved passenger cars
Total number of new registrations of new passenger cars approved nationally in small series

Section 2 – Detailed monitoring data – one vehicle record

Reference to Point 1 of Part A	Detailed data per vehicle registered
(a)	Manufacturer name EU standard denomination
	Manufacturer name OEM declaration
	Manufacturer name in Member State registry ¹
(b)	Type approval number and its extension
(c)	Type
	Variant
	Version

¹ ISO 3166 alpha-2 codes with the exception of Greece and the United Kingdom for which the codes are 'EL' and 'UK' respectively.

(d)	Make and commercial name
(e)	Category of vehicle type approved
(f)	Total number of new registrations (for 2017 and 2018)
(g)	Mass in running order
(h)	Specific CO ₂ emissions (combined) NEDC value until 31 December 2020 except for vehicles that fall within the scope of Article 5 for which the NEDC value shall be determined until 31 December 2022 in accordance with Article 5 of Implementing Regulation (EU) 2017/1153
	Specific CO ₂ emissions (combined) WLTP value
(i)	Wheel base
	Track width steering axle (Axle 1)
	Track width other axle (Axle 2)
(j)	Fuel type
	Fuel mode
(k)	Engine capacity (cm ³)
(l)	Electric energy consumption (Wh/km)
(m)	Code of the eco-innovation(s)
	Total NEDC CO ₂ emissions savings due to the eco-innovation(s) until 2020 inclusive

	Total WLTP CO ₂ emissions savings due to the eco-innovation(s)
(n)	Maximum net power
(o)	Vehicle identification number
(p)	WLTP test mass
(q)	Deviation factor De (where available)
(↔)	Verification factor (where available)
(r)	Category of vehicle registered
(s)	Vehicle family identification number
(t)	Electric range, where applicable

Notes:

¹ In the case of the national small series approvals (NSS) or the individual approvals (IVA), the manufacturer name shall be provided in the column "Manufacturer name in Member State registry" whilst in the column "Manufacturer name EU standard denomination" either of the following shall be indicated: "AA-NSS" or "AA-IVA" as the case may be.²

Annex III

MONITORING AND REPORTING OF EMISSIONS FROM LIGHT COMMERCIAL VEHICLES

A. Collection of data on light commercial vehicles and determination of CO₂ monitoring information

1. Detailed data

1.1. Complete vehicles registered as N₁

In the case of EC type-approved complete vehicles registered as N₁, Member States shall, for each calendar year, record the following detailed data for each new light commercial vehicle the first time that it is registered in their territory:

- (a) the manufacturer;
- (b) the type-approval number with its extension;
- (c) the type, variant, and version;
- (d) make;
- (e) category of vehicle type-approved;
- (f) category of vehicle registered;
- (g) the specific emissions of CO₂ (NEDC and WLTP);
- (h) mass in running order;
- (i) technically permissible maximum laden mass;
- (j) footprint: the wheel base, the track width steering axle and the track width other axle;
- (k) the fuel type and fuel mode;
- (l) engine capacity;
- (m) electric energy consumption;
- (n) code of the innovative technology or group of innovative technologies and the CO₂ emissions reduction due to that technology (NEDC and WLTP);

- (o) the vehicle identification number.
- (p) WLTP test mass;
- (q) Deviation and verification factors referred to in point 3.2.8 of Annex I to Implementing Regulation (EU) 2017/1152;
- (r) Vehicle family identification number determined in accordance with point 5.0 of Annex XXI to Regulation (EU) 2017/1151;
- (s) electric range, where applicable.

Member States shall make available to the Commission, in accordance with Article 7, all parameters listed in this point as specified in the format of Section 2 of Part C of this Annex.

1.2. Vehicles approved in a multi-stage process and registered as N₁ vehicles

In the case of multi-stage vehicles registered as N₁ vehicles, Member States shall, for each calendar year, record the following detailed data with regard to:

- (a) the base (incomplete) vehicle: the data specified in points (a), (b), (c), (d), (e), (g), (h), (i), (n) and (o) of point 1.1, or, instead of the data specified in (h) and (i), the default added mass provided as part of the type-approval information specified in point 2.17.2 of Annex I to Directive 2007/46/EC;
- (b) the base (complete) vehicle: the data specified in points (a), (b), (c), (d), (e), (g), (h), (i), (n) and (o) of point 1.1;
- (c) the completed vehicle: the data specified in points (a), (f), (g), (h), (j), (k), (l), (m) and (o) specified in point 1.1.

Where any of the data referred to in points (a) and (b) of this point cannot be provided for the base vehicle, the Member State shall provide data with regard to the completed vehicle instead.

The format set out in Section 2 of Part C shall be used for completed N₁ vehicles.

The vehicle identification number referred to in point (o) of point 1.1 shall not be made public.

2. The details referred to in point 1 shall be taken from the certificate of conformity. In the case of bi-fuelled vehicles (petrol/gas) the certificates of conformity of which bear specific CO₂ emission figures for both types of fuel, Member States shall use only the figure measured for gas.

3. Member States shall, for each calendar year, determine:

- (a) the total number of new registrations of new light commercial vehicles subject to EC type-approval;
- (b) the total number of new registrations of new light commercial vehicles subject to multi-stage type-approval, where available;
- (c) the total number of new registrations of new individually approved light commercial vehicles;
- (d) the total number of new registrations of new light commercial vehicles approved nationally in small series.

B. Methodology for determining CO₂ monitoring information for new light commercial vehicles

Monitoring information which Member States are required to determine in accordance with points 1 and 3 of Part A of this Annex shall be determined in accordance with the methodology in this Part.

1. Number of new light commercial vehicles registered

Member States shall determine the number of new light commercial vehicles registered within their territory in the respective monitoring year divided into vehicles subject to EC type-approval, individual approvals and national approvals of small series and, where available, the number of multi-stage vehicles.

2. Completed vehicles

In the case of multi-stage vehicles, the specific emissions of CO₂ of completed vehicles shall be allocated to the manufacturer of the base vehicle.

In order to ensure that the values of CO₂ emissions, fuel efficiency and mass of completed vehicles are representative, without placing an excessive burden on the manufacturer of the base vehicle, the Commission shall come forward with a specific monitoring procedure and shall where appropriate make the necessary amendments to the relevant type-approval legislation.

Notwithstanding that for the purpose of the calculation of the 2020 target in accordance with point 1 of Part B of Annex I the default added mass shall be taken for Part C of this Annex, where that mass value cannot be determined, the mass in running order of the completed vehicle may be used for the provisional calculation of the specific emissions target referred to in Article 7 (4).

Where the base vehicle is a complete vehicle, the mass in running order of that vehicle shall be used for the calculation of the specific emissions target. However, where that

mass value cannot be determined, the mass in running order of the completed vehicle may be used for the provisional calculation of the specific emissions target.

C. Formats for transmission of data

For each year, Member States shall report the information specified in points 1 and 3 of Part A in the following format:

<i>Section 1 — Aggregated monitoring data</i>	
Member State ²	
Year	
Total number of new registrations of new light commercial vehicles subject to EC type-approval	
Total number of new registrations of individually approved new light commercial vehicles	
Total number of new registrations of new light commercial vehicles approved as national small series	
Total number of new registrations of new light commercial vehicles subject to multi-stage type-approval (where available)	

<i>Section 2 — Detailed monitoring data — one vehicle record</i>	
Reference to Section 1.1 of Part A	Detailed data per vehicle registered ⁽¹⁾
(a)	Manufacturer name EU standard denomination ⁽²⁾
	Manufacturer name OEM declaration

² ISO 3166 alpha-2 codes with the exception of Greece and the United Kingdom for which the codes are 'EL' and 'UK' respectively.

	COMPLETE VEHICLE/BASE VEHICLE ⁽³⁾
	Manufacturer name OEM declaration COMPLETED VEHICLE ⁽³⁾
	Manufacturer name in Member State registry ⁽²⁾
(b)	Type-approval number and its extension
(c)	Type
	Variant
	Version
(d)	Make
(e)	Category of vehicle type-approved
(f)	Category of vehicle registered
(g)	Specific CO ₂ emissions (combined) NEDC value until 31 December 2020
	Specific CO ₂ emissions (combined) WLTP value
(h)	Mass in running order BASE VEHICLE
	Mass in running order COMPLETED VEHICLE/COMPLETE VEHICLE
(i) ⁽⁴⁾	Technically permissible maximum laden mass

(j)	Wheel base
	Axle width steering axle (Axle 1)
	Axle width other axle (Axle 2)
(k)	Fuel type
	Fuel mode
(l)	Engine capacity (cm ³)
(m)	Electric energy consumption (Wh/km)
(n)	Code of the eco-innovation(s)
	Total NEDC CO ₂ emissions savings due to the eco-innovation(s) until 31 December 2020
	Total WLTP CO ₂ emissions savings due to the eco-innovation(s)
(o)	Vehicle identification number
(p)	WLTP test mass
(q)	Deviation factor <i>D_e</i> (where available)
	Verification factor (where available)
(r)	Vehicle family identification number
(s)	electric range, where available
Point 2.17.2 of Annex I to Directive 2007/46/EC ³	Default added mass (where applicable in the case of multi-stage vehicles)

Notes:

³ In the case of multi-stage vehicles, the mass in running order and the technically permissible maximum laden mass of the base vehicle may be replaced by the default added mass specified in the type-approval information in accordance with point 2.17.2 of Annex I to Directive 2007/46/EC.

- (1) Where, in the case of multi-stage vehicles, data cannot be provided for the base vehicle, the Member State shall as a minimum provide the data specified in this format for the completed vehicle.
- (2) In the case of the national small series approvals (NSS) or the individual approvals (IVA), the manufacturer name shall be provided in the column ‘Manufacturer name in Member State registry’ whilst in the column ‘Manufacturer name EU standard denomination’ either of the following shall be indicated: ‘AA-NSS’ or ‘AA-IVA’ as the case may be.
- (3) In the case of multi-stage vehicles indicate the base (incomplete/complete) vehicle manufacturer. If the base vehicle manufacturer is not available indicate the manufacturer of the completed vehicle only.
- (4) In the case of multi-stage vehicles indicate the technically permissible maximum laden mass of the base vehicle.
- (5) In the case of multi-stage vehicles, the mass in running order and the technically permissible maximum laden mass of the base vehicle may be replaced by the default added mass specified in the type-approval information in accordance with point 2.17.2 of Annex I to Directive 2007/46/EC.