

Official Journal of the European Union

L 200



English edition

Legislation

Volume 66

10 August 2023

Contents

II *Non-legislative acts*

REGULATIONS

- ★ **Commission Implementing Regulation (EU) 2023/1622 of 9 August 2023 on the design of common logos to identify data intermediation services providers and data altruism organisations recognised in the Union** 1

DECISIONS

- ★ **Commission Implementing Decision (EU) 2023/1623 of 3 August 2023 specifying the values relating to the performance of manufacturers and pools of manufacturers of new passenger cars and new light commercial vehicles for the calendar year 2021 and the values to be used for the calculation of the specific emission targets from 2025 onwards, pursuant to Regulation (EU) 2019/631 of the European Parliament and of the Council and correcting Implementing Decision (EU) 2022/2087 (notified under document C(2023) 5068) ⁽¹⁾** 5
- ★ **Commission Implementing Decision (EU) 2023/1624 of 4 August 2023 amending Implementing Decision (EU) 2022/2333 concerning certain emergency measures relating to sheep pox and goat pox in Spain (notified under document C(2023) 5415) ⁽¹⁾** 36

ACTS ADOPTED BY BODIES CREATED BY INTERNATIONAL AGREEMENTS

- ★ **Decision No 1/2022 of the Joint Committee established by the Agreement between the European Union and the Swiss Confederation on the linking of their greenhouse gas emissions trading systems of 9 December 2022 amending Annexes III and IV to the Agreement between the European Union and the Swiss Confederation on the linking of their greenhouse gas emissions trading systems [2023/1625]** 39

⁽¹⁾ Text with EEA relevance.

EN

Acts whose titles are printed in light type are those relating to day-to-day management of agricultural matters, and are generally valid for a limited period.

The titles of all other acts are printed in bold type and preceded by an asterisk.

Corrigenda

- ★ **Corrigendum to Commission Implementing Regulation (EU) 2023/1202 of 21 June 2023 amending Implementing Regulation (EU) 2021/2325 as regards the recognition of certain control authorities and control bodies for the purpose of importing organic products into the Union (OJ L 159, 22.6.2023)** 45
- ★ **Corrigendum to Council Decision (CFSP) 2023/1598 of 28 July 2023 amending Decision 2012/285/CFSP concerning restrictive measures in view of the situation in Guinea-Bissau (OJ L 196, 4.8.2023)** 46
- ★ **Corrigendum to Council Regulation (EU) 2023/1593 of 28 July 2023 amending Regulation (EU) No 377/2012 concerning restrictive measures in view of the situation in Guinea-Bissau (OJ L 196, 4.8.2023)** 47
- ★ **Corrigendum to Commission Regulation (EC) No 2870/2000 of 19 December 2000 laying down Community reference methods for the analysis of spirits drinks (OJ L 333, 29.12.2000)** 48

II

(Non-legislative acts)

REGULATIONS

COMMISSION IMPLEMENTING REGULATION (EU) 2023/1622**of 9 August 2023****on the design of common logos to identify data intermediation services providers and data altruism organisations recognised in the Union**

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2022/868 of the European Parliament and of the Council of 30 May 2022 on European data governance and amending Regulation (EU) 2018/1724 (Data Governance Act) ⁽¹⁾, and in particular Articles 11(9), second subparagraph, and 17(2), second subparagraph, thereof,

After consulting the Data Policy Committee,

Whereas:

- (1) To ensure that recognised data intermediation services providers and data altruism organisations are easily identifiable throughout the Union, the designs for the common logos to be used by such providers and such organisations recognised in the Union should be specified.
- (2) The logos should serve as EU trust marks differentiating recognised services from other services, thus contributing to trust in voluntary data sharing and to transparency in the market,

HAS ADOPTED THIS REGULATION:

Sole Article

The designs for the common logos referred to in Articles 11(9) and 17(2) of Regulation (EU) 2022/868 shall follow the models set out in the Annex to this Regulation.

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 9 August 2023.

For the Commission
The President
Ursula VON DER LEYEN

⁽¹⁾ OJ L 152, 3.6.2022, p. 1.

ANNEX

The models referred to in Article 1 for the common logos are the following:

- (a) The horizontal logos are the primary logos. They can be used in full colour – blue and turquoise.



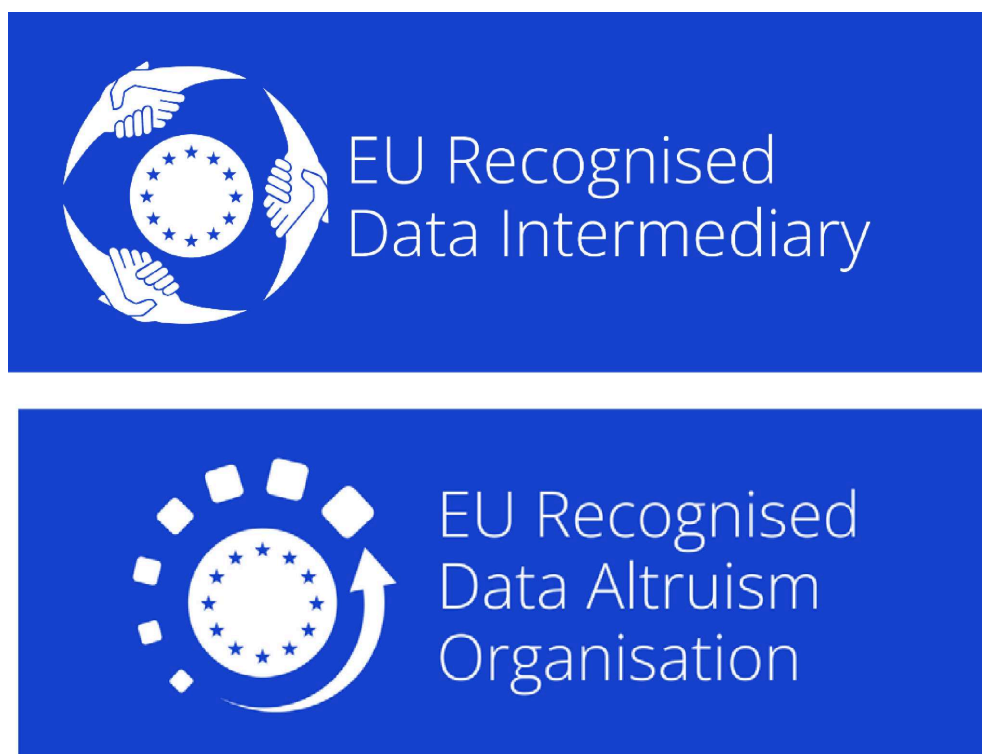
- (b) The reference colours are:

Green: #00A99D | RGB: 0 169 157

Blue: #1743CE | RGB: 23 67 206

Yellow: #FFFF10 | RGB: 255 255 16

- (c) The common logos shall have a minimum width size of 40 mm for printed versions and of 300 pixels for digital applications.
- (d) For leaflets, flyers, brochures and other printed material, the logos shall be provided under vector, bitmap or .pdf formats in order to avoid distortion.
- (e) The common logos shall be static, without animation.
- (f) The following negative versions of the horizontal logos shall be used on dark backgrounds:



- (g) The vertical logos are an alternate design for the standard logos in cases when the applicability of the horizontal logos is constrained due to space limitations or aesthetic reasons. They can be used in full colour – blue and turquoise:



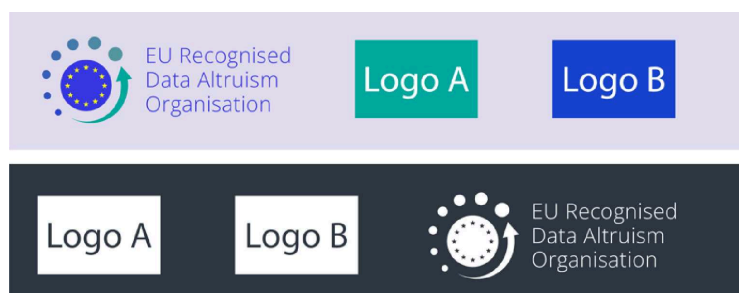
- (h) The following negative versions of the vertical logos shall be used on dark backgrounds:



- (i) Protection area of the logos – a margin shall delimit the logos from the background and the surrounding elements. The margin should be free of all other markings, surrounding the symbol 'n' on all four sides. For example:



- (j) Principles to respect when these logos are used in a co-branding case: the logos should be consistent with other used logos in colour or negative versions. Also, they should all be of equal sizing, evenly spaced and aligned in a coherent way, for example:



DECISIONS

COMMISSION IMPLEMENTING DECISION (EU) 2023/1623

of 3 August 2023

specifying the values relating to the performance of manufacturers and pools of manufacturers of new passenger cars and new light commercial vehicles for the calendar year 2021 and the values to be used for the calculation of the specific emission targets from 2025 onwards, pursuant to Regulation (EU) 2019/631 of the European Parliament and of the Council and correcting Implementing Decision (EU) 2022/2087

(notified under document C(2023) 5068)

(Only the Czech, Dutch, English, Estonian, French, German, Hungarian, Italian, Polish, Romanian, Slovak, Spanish and Swedish texts are authentic)

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 ⁽¹⁾, and in particular Article 7(5), second subparagraph, and Article 9(1) thereof,

Whereas:

- (1) In accordance with Regulation (EU) 2019/631, the Commission is required to determine, each year, the average specific emissions of CO₂ and the specific emissions target for each manufacturer or pool of manufacturers responsible for new passenger cars and new light commercial vehicles registered in the Union, Iceland and Norway.
- (2) The calculation of the average specific emissions of CO₂ and the specific emissions targets for the calendar year 2021 is to be based on the reporting authorities' detailed data regarding the registrations of new passenger cars and new light commercial vehicles during that calendar year.
- (3) All reporting authorities transmitted their 2021 data to the Commission, however, in some cases with certain delays as compared to the reporting deadline of 28 February 2022. Where, as a result of the verification of the data by the Commission, it was evident that certain data were missing or manifestly incorrect, the Commission has contacted the reporting authorities concerned and, subject to their agreement, adjusted or completed the data accordingly. Where no agreement could be reached with a reporting authority, the provisional data transmitted by that country was not adjusted.
- (4) On 7 July 2022, the Commission published the provisional data and notified 93 manufacturers of passenger cars and 71 manufacturers of light commercial vehicles, as well as the respective pools, of the provisional calculations of their average specific emissions of CO₂ and their specific emissions targets in 2021.

⁽¹⁾ OJ L 111, 25.4.2019, p. 13.

- (5) 62 manufacturers of passenger cars and 47 manufacturers of light commercial vehicles notified the Commission, in accordance with Article 7(5), first subparagraph, of Regulation (EU) 2019/631, of the errors in the data. The Commission has verified the errors notified by the manufacturers and the reasons for their correction.
- (6) For 4 manufacturers of passenger cars and 7 manufacturers of light commercial vehicles, all vehicles reported in the provisional dataset were outside the scope of Regulation (EU) 2019/631. For 1 manufacturer of passenger cars and 1 manufacturer of light commercial vehicles, none of the vehicles in the provisional dataset had a value reported for the Worldwide Harmonised Light Vehicles Test procedure ('WLTP') specific emissions of CO₂ that is required for the calculation of the manufacturer's performance in the calendar year 2021. These manufacturers are therefore not included in this Decision.
- (7) As a result of the verification of errors by the Commission, it is necessary to confirm or amend the provisional calculations for a total of 88 manufacturers of passenger cars and 63 manufacturers of light commercial vehicles.
- (8) In accordance with Article 2(4) of Regulation (EU) 2019/631, manufacturers which, together with all of their connected undertakings, are responsible for less than 1 000 new vehicle registrations in the previous calendar year, are exempt from meeting a specific emissions target. It is, however, appropriate to calculate and report their average specific emissions of CO₂ as well as the number of new vehicles registered.
- (9) In accordance with Article 4 of Regulation (EU) 2019/631, a manufacturer is to be considered as compliant with its specific emissions target where its average specific emissions of CO₂ do not exceed its specific emissions target. For manufacturers that are members of a pool, compliance is to be assessed at the level of the pool in accordance with Article 6 of Regulation (EU) 2019/631. For manufacturers or pools that were granted a derogation from their specific emissions targets in calendar year 2021 in accordance with Article 10 of Regulation (EU) 2019/631, the average specific emissions of CO₂ are to be assessed for compliance against their granted derogations targets.
- (10) Two manufacturers of passenger cars, Subaru Corporation and Jaguar Land Rover Limited, withdrew their applications for derogations from their specific emissions targets for the calendar year 2021, and formed pools with other manufacturers for that calendar year. Consequently, for those manufacturers, the derogations from their specific emissions targets for the calendar year 2021 no longer apply and their compliance is to be assessed at the level of the pool.
- (11) In accordance with Article 5 of Regulation (EU) 2019/631, in calculating the average specific emissions of CO₂ of manufacturers of passenger cars, each new passenger car with specific emissions of CO₂ of less than 50 g CO₂/km is counted as 1,67 passenger cars in 2021, up to a 'super-credits' contribution of 7,5 g CO₂/km over the period from 2020 to 2022 for each manufacturer or pool of manufacturers.
- (12) The CO₂ savings achieved through the use of innovative technologies ('eco-innovations') that make a verified contribution to CO₂ reduction and that have been approved by the Commission in accordance with Article 11 of Regulation (EU) 2019/631 are taken into account for the calculation of the average specific emissions of CO₂, up to a total contribution of 7 g CO₂/km for each manufacturer or pool of manufacturers. In calendar year 2021, only eco-innovation CO₂ savings determined by reference to the WLTP are to be taken into account.
- (13) Records with complete data on mass in running order and CO₂ emissions, but with missing or incorrect vehicle identification numbers (error code B) should also be included in the calculation of the specific emissions targets and the average specific emissions of CO₂. However, as manufacturers cannot verify or correct those records, it is appropriate to apply an error margin when determining the distance to target of the manufacturer concerned.
- (14) The error margin is calculated as the difference between the distances between the average specific emissions of CO₂ and the specific emissions target, taking into account all vehicle registrations that cannot be verified by the manufacturer. Regardless of whether that difference is positive or negative, the error margin applied always improves the manufacturer's position regarding its specific emissions target.

- (15) Where, after considering the error margin, the distance to target of a manufacturer or a pool of manufacturers is above zero, an excess emissions premium is to be imposed in accordance with Article 8 of Regulation (EU) 2019/631. This is the case for 4 manufacturers of passenger cars and 2 manufacturers of light commercial vehicles.
- (16) The Commission is also to inform manufacturers of the values referred to in Article 9(3) of Regulation (EU) 2019/631, which are to be used for the calculation of the specific emissions targets from 2025 onwards.
- (17) Two manufacturers of passenger cars, DR Motor Company Srl and Great Wall Motor Company Limited, informed the Commission of errors in some values listed in Annexes I and II to Commission Implementing Decision (EU) 2022/2087 ⁽²⁾.
- (18) DR Motor Company Srl informed the Commission on 23 December 2022 that 6 passenger cars registered in the calendar year 2020 should not have been attributed to them but to DR Automobiles Srl, as confirmed also by that manufacturer. After assessing the relevant type-approval documents issued by the Italian authorities, the Commission could confirm this error and obtained information allowing a revision of the performance values concerned. Therefore, it is appropriate to correct the values listed for DR Motor Company Srl and DR Automobiles Srl in Part A, Table 1, of Annex I to Implementing Decision (EU) 2022/2087.
- (19) Great Wall Motor Company Limited notified to the Commission on 2 September 2022 the missing WLTP specific emissions of CO₂ values applicable to 370 vehicles registered in the calendar year 2020. After assessing the relevant type-approval documentation issued by the Italian authorities, the Commission could confirm the correctness of the newly notified values. Therefore, it is appropriate to correct the values listed for Great Wall Motor Company Limited in Part A, Table 1, of Annex II to Implementing Decision (EU) 2022/2087.
- (20) Due to the above corrections, it is also necessary to adjust the 2020 fleet-wide average of the WLTP and the New European Driving Cycle ('NEDC') average specific emissions of CO₂ as listed in Part A of Annex II to Implementing Decision (EU) 2022/2087.
- (21) Implementing Decision (EU) 2022/2087 should therefore be corrected accordingly.
- (22) The values relating to the performance of a manufacturer as confirmed or amended by this Decision could be revised in the event that the relevant national authorities confirm the existence of irregularities in the CO₂ emission values or mass values provided for the purpose of determining the manufacturer's compliance with the specific emissions target,

HAS ADOPTED THIS DECISION:

Article 1

1. The values relating to the performance of manufacturers and pools of manufacturers of new passenger cars and new light commercial vehicles, as referred to in Article 9(1) and (2) of Regulation (EU) 2019/631, in respect of the 2021 calendar year, are specified in Annex I to this Decision.
2. The 2025 and 2030 EU fleet-wide targets referred to in Article 9(3), point (a), of Regulation (EU) 2019/631 and the values for a_{2021} , a_{2025} , and a_{2030} referred to in Article 9(3), point (b), of Regulation (EU) 2019/631 are specified in Annex II to this Decision.

⁽²⁾ Commission Implementing Decision (EU) 2022/2087 of 26 September 2022 confirming or amending the provisional calculation of the average specific emissions of CO₂ and the specific emissions targets for manufacturers of passenger cars and light commercial vehicles for the calendar year 2020 and informing manufacturers of the values to be used for the calculation of the specific emissions targets and derogation targets for the calendar years 2021 to 2024 pursuant to Regulation (EU) 2019/631 of the European Parliament and of the Council (OJ L 280, 28.10.2022, p. 49).

Article 2

Annexes I and II to Implementing Decision (EU) 2022/2087 are amended as set out in Annex III to this Decision.

Article 3

This Decision is addressed to the following individual manufacturers and pools of manufacturers formed in accordance with Article 6 of Regulation (EU) 2019/631:

- (1) ADDAX MOTOR NV
Kleine Tapuitstraat 18
8540 Deerlijk
Belgium
- (2) ADIDOR VOITURES SAS
26 bld Gouvion-St-Cyr
75107 Paris
France
- (3) ALFA ROMEO SPA
C.so G. Agnelli, 200
10135 Torino (TO)
Italy
- (4) ALKE SRL
via Vigonovese 123
35127 Padova (PD)
Italy
- (5) ALPINA BURKARD BOVENSIEPEN GMBH E CO KG
Alpenstraße 35-37
86807 Buchloe
Germany
- (6) ANHUI JIANGHUAI AUTOMOBILE GROUP CORP LTD
Represented in the Union by:
JAC-Italy Design Center S.R.L
Via Torino 21/b
10044 Pianezza (TO)
Italy
- (7) ASTON MARTIN LAGONDA LIMITED
Represented in the Union by:
Aston Martin Lagonda of Europe GmbH,
Unterschweinstiege 2-14
60549 Frankfurt am Main
Germany
- (8) AUDI AG
Letter box 011/1882
38436 Wolfsburg
Germany

-
- (9) AUDI HUNGARIA MOTOR KFT
Letter box 011/1882
38436 Wolfsburg
Germany
- (10) AUDI SPORT GMBH
Letter box 011/1882
38436 Wolfsburg
Germany
- (11) AUTOMOBILE DACIA SA
Str. Uzinei Nr. 1
115400 Mioveni (Arges)
Romania
- (12) AUTOMOBILES CITROEN
2-10 boulevard de l'Europe
78300 Poissy
France
- (13) AUTOMOBILES PEUGEOT
2-10 boulevard de l'Europe
78300 Poissy
France
- (14) AUTOMOBILI LAMBORGHINI SPA
via Modena 12
40019 Sant'Agata Bolognese (BO)
Italy
- (15) BATTSWAP INC
Represented in the Union by:
BattSwap DE GmbH
Äußere Sulzbacher Str. 118
90491 Nürnberg
Germany
- (16) BAYERISCHE MOTOREN WERKE AG
P.O. box
DE-80788 München
Germany
- (17) BEIJING BORGWARD AUTOMOTIVE CO LTD
Represented in the Union by:
Borgward Group AG
Kriegsbergstraße 11
70174 Stuttgart
Germany
- (18) BENTLEY MOTORS LTD
Represented in the Union by:
Bentley Motors Germany GmbH
Zeppelinstraße 1
85399 Hallbergmoos
Germany
- (19) BMW M GMBH
P.O. box
DE-80809 München
Germany

-
- (20) BMW Pool (M1)
Pool manager:
Bayerische Motoren Werke AG
P.O. box
DE-80788 München
Germany
- (21) BRILLIANCE SHINERAY CHONGQING AUTOMOBILE CO LTD
Represented in the Union by:
SWM Motorcycles S.R.L.
Via Nino Bixio n. 8
21024 Biandronno (VA)
Italy
- (22) BUGATTI AUTOMOBILES SAS
Letter box 011/1882
38436 Wolfsburg
Germany
- (23) BYD AUTO INDUSTRY COMPANY LIMITED
Represented in the Union by:
BYD Europe B.V.
's-Gravelandseweg 256
3125 BK Schiedam
The Netherlands
- (24) CATERHAM CARS LIMITED
Represented in the Union by:
Caterham Competition France
Vallon de Fontanes
30520 Saint Martin de Valgalgues
France
- (25) CHINA FAW GROUP CO LTD
Represented in the Union by:
China FAW Group Import & Export Co., Ltd. Deutschland
Eschersheimer Landstraße 14
60322 Frankfurt am Main
Germany
- (26) CNG-TECHNIK GMBH
Industriestr. 26
55543 Bad Kreuznach
Germany
- (27) DFSK MOTOR CO LTD
Represented in the Union by:
Giotti Victoria S.r.l.
Pisana Road, 11/a
50021 Barberino, Val D' Elsa (FI)
Italy
- (28) DONKERVVOORT AUTOMOBIELEN BV
Pascallaan 96
8218 NJ Lelystad
The Netherlands
- (29) DR AUTOMOBILES SRL
Zona Industriale, Snc
86070 Macchia d'Isernia (IS)
Italy

-
- (30) DR ING HCF PORSCHE AG
Porscheplatz 1,
70435 Stuttgart
Germany
- (31) ESAGONO ENERGIA SRL
Via Puecher 9
20060 Pozzuolo Martesana (MI)
Italy
- (32) EVUM MOTORS GMBH
Joseph-Dollinger-Bogen 26
80807 München
Germany
- (33) FABBRICA DALLARA SRL
Via Guglielmo Marconi 18
43040 Varano de' Melegari (PR)
Italy
- (34) FCA ITALY SPA
C.so G. Agnelli 200
10135 Torino (TO)
Italy
- (35) FCA US LLC
Represented in the Union by:
FCA Italy SpA
C.so G. Agnelli 200
10135 Torino (TO)
Italy
- (36) FERRARI SPA
Via Emilia Est 1163
41122 Modena (MO)
Italy
- (37) FORD MOTOR COMPANY
Represented in the Union by:
Ford-Werke GmbH
Henry Ford Strasse 1
50725 Köln
Germany
- (38) FORD MOTOR COMPANY OF AUSTRALIA LIMITED
Represented in the Union by:
Ford-Werke GmbH
Henry Ford Strasse 1
50725 Köln
Germany
- (39) FORD-WERKE GMBH
Henry Ford Strasse 1
50725 Köln
Germany
- (40) FORD Pool (M1)
Pool manager:
Ford-Werke GmbH
Henry Ford Strasse 1
50725 Köln
Germany

- (41) GENERAL MOTORS HOLDINGS LLC
Represented in the Union by:
KnowMotive
Bouwhuispad 1
8121 PX Olst
The Netherlands
- (42) GOUPIL INDUSTRIE SAS
2445 Avenue de la Vallée du Lot
47320 Bourran
France
- (43) GREAT WALL MOTOR COMPANY LIMITED
Represented in the Union by:
Great Wall Motor Deutschland GmbH
Max-Diamand-Straße 7
80937 München
Germany
- (44) HAIMA CAR CO LTD
Represented in the Union by:
XPeng European Holding B.V.
Delflandlaan 1,
1062EA Amsterdam
The Netherlands
- (45) HENAN SUDA ELECTRIC VEHICLE TECHNOLOGY CO LTD
Represented in the Union by:
DCKD GmbH
Am Falder 4
40589 Düsseldorf
Germany
- (46) HONDA MOTOR CO LTD
Represented in the Union by:
Honda Motor Europe Ltd
Wijngaardveld 1 (Noord V)
9300 Aalst
Belgium
- (47) HYUNDAI ASSAN OTOMOTIV SANAYI VE TICARET AS
Represented in the Union by:
Hyundai Motor Europe Technical Center GmbH
Hyundai Platz
65428 Rüsselsheim am Main
Germany
- (48) HYUNDAI Pool (M1)
Pool manager:
Hyundai Motor Company
Represented in the Union by:
Hyundai Motor Europe Technical Center GmbH
Hyundai Platz
65428 Rüsselsheim am Main
Germany
- (49) HYUNDAI Pool (N1)
Pool manager:
Hyundai Motor Company
Represented in the Union by:
Hyundai Motor Europe Technical Center GmbH
Hyundai Platz
65428 Rüsselsheim am Main
Germany

- (50) HYUNDAI MOTOR COMPANY
Represented in the Union by:
Hyundai Motor Europe Technical Center GmbH
Hyundai Platz
65428 Rüsselsheim am Main
Germany
- (51) HYUNDAI MOTOR MANUFACTURING CZECH SRO
Průmyslová zóna Nošovice Hyundai 700/1
739 51 Nižní Lhoty
Czech Republic
- (52) ISUZU MOTORS LIMITED
Represented in the Union by:
Isuzu Motors Europe NV
Bist 12
2630 Aartselaar
Belgium
- (53) IVECO SPA
Via Puglia 35
10156 Torino (TO)
Italy
- (54) JAGUAR LAND ROVER LIMITED
Represented in the Union by:
JLR Ireland (Services) Ltd, Software Engineering Centre
Three Airport Avenue, Shannon Industrial Estate
V14 YH92 Shannon (Co. Clare)
Ireland
- (55) JIANGLING MOTOR HOLDING CO LTD
Represented in the Union by:
Aiways Automobile Europe GmbH
Duerrstrasse 1
80992 München
Germany
- (56) JIANGSU AOXIN NEW ENERGY AUTOMOBILE CO LTD
Represented in the Union by:
Italcara Industrial S.r.l.
Via Bruino, 36
10040 Rivalta di Torino (TO)
Italy
- (57) KIA Pool (M1)
Pool manager:
Kia Corporation
Represented in the Union by:
Hyundai Motor Europe Technical Center GmbH
Hyundai Platz
65428 Rüsselsheim am Main
Germany
- (58) KIA Pool (N1)
Pool manager:
Kia Corporation
Represented in the Union by:
Hyundai Motor Europe Technical Center GmbH
Hyundai-Platz
65428 Rüsselsheim am Main
Germany

- (59) KIA CORPORATION
Represented in the Union by:
Hyundai Motor Europe Technical Center GmbH
Hyundai-Platz
65428 Rüsselsheim am Main
Germany
- (60) KIA SLOVAKIA SRO
Sv. Jána Nepomuckého 1282/1
Teplička nad Váhom, 013 01
Slovakia
- (61) KOENIGSEGG AUTOMOTIVE AB
Kelliehousevagen 73
262 74 Ängelholm
Sweden
- (62) LANZHOU ZHIDOU ELECTRIC VEHICLE CO LTD
Represented in the Union by:
Nextem Italia Srl
Via Marradi 14
57126 Livorno (LI)
Italy
- (63) LIGIER GROUP
Route d'Hauterive 105
3200 Abrest
France
- (64) LLC AUTOMOBILE PLANT GAZ
Represented in the Union by:
ITÜ Rebella
Poe 2
Lähte Tartumaa 60502
Estonia
- (65) LONDON EV COMPANY
Represented in the Union by:
China-Euro Vehicle Technology (CEVT)
Pumpgatan 1
41755 Göteborg
Sweden
- (66) LOTUS CARS LIMITED
Represented in the Union by:
China-Euro Vehicle Technology (CEVT)
Pumpgatan 1
41755 Göteborg
Sweden
- (67) MAGYAR SUZUKI CORPORATION LTD
Schweidel József u. 52
2500 Esztergom
Hungary
- (68) MAHINDRA & MAHINDRA LTD
Represented in the Union by:
Mahindra Europe Srl
Via Cancelliera 35
00072 Ariccia (RM)
Italy

(69) MANUFACTURE ALPINE DIEPPE JEAN REDELE
40 Avenue de Bréauté
76885 Dieppe Cédex
France

(70) MAN TRUCK & BUS SE
Letter box 011/1882
38436 Wolfsburg
Germany

(71) MASERATI SPA
Viale Ciro Menotti 322
41122 Modena (MO)
Italy

(72) MAZDA MOTOR CORPORATION
Represented in the Union by:
Mazda Motor Europe GmbH
European R & D Centre
Hiroshimastr. 1
61440 Oberursel/Taunus
Germany

(73) MAZDA MOTOR LOGISTIC EUROPE N.V.
Blaasveldstraat 162
2830 Willebroek
Belgium

(74) MAZDA-SUBARU-SUZUKI-TOYOTA Pool (M1)
Pool manager:
Toyota Motor Europe NV/SA
Avenue du Bourget 60
1140 Brussels
Belgium

(75) MCLAREN AUTOMOTIVE LIMITED
Represented in the Union by:
McLaren Automotive Europe S.L.U.
Pol. Ind. L'Albornar S/N
43710 Santa Oliva, Tarragona
Spain

(76) MERCEDES-AMG GMBH
Daimlerstrasse 1
71563 Affalterbach
Germany

(77) MERCEDES-BENZ AG
Mercedesstraße 120
70372 Stuttgart
Germany

(78) MERCEDES-BENZ Pool (M1)
Pool manager:
Mercedes-Benz AG
Mercedesstraße 120
70372 Stuttgart
Germany

- (79) MITSUBISHI MOTORS CORPORATION MMC
Represented in the Union by:
Mitsubishi Motor R & D Europe GmbH
Diamantstraße 1
65468 Trebur
Germany
- (80) MITSUBISHI MOTORS THAILAND CO LTD
Represented in the Union by:
Mitsubishi Motor R & D Europe GmbH
Diamantstraße 1
65468 Trebur
Germany
- (81) MORGAN TECHNOLOGIES LTD
Represented in the Union by:
Corbital Limited
8 Priory Office Park, Stillgorgan Road
A94 EE95 Blackrock, Co. Dublin
Ireland
- (82) NANJING GOLDEN DRAGON BUS CO LTD
Represented in the Union by:
BIO AUTO SP. Z O.O.
Ul. Świętokrzyska 12/323
30-015 Krakow
Poland
- (83) NEXT E.GO MOBILE SE
Lilienthalstraße 1
52068 Aachen
Germany
- (84) NISSAN AUTOMOTIVE EUROPE SAS
8 rue Jean-Pierre Timbaud
78180 Montigny-le-Bretonneux
France
- (85) OPEL AUTOMOBILE GMBH
Bahnhofplatz 1 IPC 39-13
65423 Rüsselsheim am Main
Germany
- (86) OZ TRUCK SRL
Viale De Gasperi 132
38023 Cles (TN)
Italy
- (87) PAGANI AUTOMOBILI SPA
Via dell' Artigianato 5
41018 San Cesario sul Panaro (MO)
Italy
- (88) POLESTAR PERFORMANCE AB
Assar Gabrielssons väg 9
40531 Göteborg
Sweden
- (89) PIAGGIO & C SPA
Viale Rinaldo Piaggio, 25
56025 Pontedera (PI)
Italy

- (90) POLARIS SALES EUROPE SARL
2445 Avenue de la Vallée du Lot
47320 Bourran
France
- (91) PSA AUTOMOBILES SA
2-10 boulevard de l'Europe
78300 Poissy
France
- (92) RENAULT-NISSAN-MITSUBISHI Pool (M1)
Pool manager:
Renault SAS
122-122 bis avenue du Général Leclerc
92 100 Boulogne-Billancourt
France
- (93) RENAULT-NISSAN-MITSUBISHI Pool (N1)
Pool manager:
Renault SAS
122-122 bis avenue du Général Leclerc
92 100 Boulogne-Billancourt
France
- (94) RENAULT SAS
122-122 bis avenue du Général Leclerc
92 100 Boulogne-Billancourt
France
- (95) RENAULT TRUCKS
99 Route de Lyon TER L10 0 01
69806 Saint Priest Cedex
France
- (96) ROLLS-ROYCE MOTOR CARS LTD
Represented in the Union by:
Bayerische Motoren Werke AG
P.O. box
DE-80788 München
Germany
- (97) ROMANITAL SRL
Via delle Industrie, 107
90040 Isola delle Femmine (PA)
Italy
- (98) SAIC MAXUS AUTOMOTIVE CO LTD
Represented in the Union by:
SAIC Europe Sarl
Professor W.H. Keesomlaan 12
1183 DJ Amstelveen,
The Netherlands
- (99) SAIC MOTOR CORPORATION
Represented in the Union by:
SAIC Motor Europe BV
Professor W.H. Keesomlaan 12
1183 DJ Amstelveen,
The Netherlands

- (100) SEAT SA
Letter box 011/1882
38436 Wolfsburg
Germany
- (101) SECMA SAS
Rue Denfert Rochereau
59580 Aniche
France
- (102) SKODA AUTO AS
Letter box 011/1882
38436 Wolfsburg
Germany
- (103) SSANGYONG MOTOR COMPANY
Represented in the Union by:
Ssangyong European Parts Center BV
IABC 5253 & 5254
4814RD Breda
The Netherlands
- (104) STELLANTIS Pool (M1)
Pool manager:
PSA Automobiles SA
2-10 boulevard de l'Europe
78300 Poissy
France
- (105) STELLANTIS Pool (N1)
Pool manager:
PSA Automobiles SA
2-10 boulevard de l'Europe
78300 Poissy
France
- (106) STREETSCOOTER GMBH
Jülicher Straße 191
52070 Aachen
Germany
- (107) SUBARU CORPORATION
Represented in the Union by:
Subaru Europe NV/SA
Leuvensesteenweg 555 B/8
1930 Zaventem
Belgium
- (108) SUZUKI MOTOR CORPORATION
Represented in the Union by:
Suzuki Magyar Corporation Ltd.
Schweidel József u. 52
2500 Esztergom
Hungary
- (109) SUZUKI MOTOR THAILAND CO LTD
Represented in the Union by:
Suzuki Magyar Corporation Ltd.
Schweidel József u. 52
2500 Esztergom
Hungary

- (110) TESLA INC
Represented in the Union by:
Tesla Motors Netherlands B.V.
Burgemeester Stramanweg 122
1101 EN Amsterdam
The Netherlands
- (111) TESLA Pool (M1)
Pool manager:
Tesla Inc
Represented in the Union by:
Tesla Motors Netherlands B.V.
Burgemeester Stramanweg 122
1101 EN Amsterdam
The Netherlands
- (112) TOYOTA MOTOR CORPORATION
Represented in the Union by:
Toyota Motor Europe NV/SA
Avenue du Bourget 60
1140 Brussels
Belgium
- (113) TOYOTA MOTOR EUROPE NV SA
Avenue du Bourget 60
1140 Brussels
Belgium
- (114) UAZ
Represented in the Union by:
C&P Motor Group SNC
Via E. Mattei 65
53041 Asciano (SI)
Italy
- (115) VOLKSWAGEN AG
Letter box 011/1882
38436 Wolfsburg
Germany
- (116) VOLKSWAGEN-SAIC Pool (M1)
Pool manager:
Volkswagen AG
Letter box 011/1882
38436 Wolfsburg
Germany
- (117) VOLKSWAGEN-FORD-SAIC-GOUPIL Pool (N1)
Pool manager:
Volkswagen AG
Letter box 011/1882
38436 Wolfsburg
Germany
- (118) VOLVO CAR CORPORATION
Regulatory Affairs Environment (Dep 58832)
PV3A1, PVE Reception, Assar Gabrielssons väg
40531 Göteborg
Sweden

- (119) XYT
6 Ruelle de l'Église
91 350 Grigny
France
- (120) ZHEJIANG GEELY AUTOMOBILE CO LTD
Represented in the Union by:
Lynk & Co International AB
Planetgatan 6
41755 Göteborg
Sweden
- (121) ZHEJIANG ZOTYE AUTOMOBILE MANUFACTURING CO LTD
Represented in the Union by:
China Import Beratung C.I.B. GmbH
Robert-Bosch-Straße 7
73257 Köngen
Germany

Done at Brussels, 3 August 2023

For the Commission
Frans TIMMERMANS
Executive Vice-President

ANNEX I

Part A

PERFORMANCE OF MANUFACTURERS OF NEW PASSENGER CARS

Table 1

Values relating to performance of individual manufacturers of new passenger cars in the calendar year 2021 in accordance with Article 9 of Regulation (EU) 2019/631

A	B	C	D	E	F	G	H	I	J	K
Manufacturer name	Pools Derogations Exemptions	Total number of registrations	Average mass	WLTP average specific emissions of CO ₂	Specific emissions target	Distance to target	Super-credits	WLTP super-credit cap 2021–2022	CO ₂ savings from eco-innovations	Error margin
ADIDOR VOITURES SAS	DMD	2	1 315,00	153,000			0,000	7,5	0,000	
ALFA ROMEO SPA	P8	23 210	1 704,15	166,398	122,806	43,592	0,000	0	1,009	0,000
ALPINA BURKARD BOVENSIEPEN GMBH E CO KG	D	879	2 069,95	242,099	245,751	- 3,652	0,000	7,5	0,000	0,000
ANHUI JIANGHUAI AUTOMOBILE	DMD	86	1 535,00	0,000			0,000	7,5	0,000	
ASTON MARTIN LAGONDA LTD	D	679	2 049,18	295,384	314,807	- 19,423	0,000	7,5	0,000	0,000
AUDI AG	P10	444 872	1 724,69	118,210	129,549	- 11,340	0,000	0	1,193	0,001
AUDI HUNGARIA ZRT	P10	2 953	1 463,30	169,062	109,998	59,064	0,000	0	0,220	0,000
AUDI SPORT GMBH	P10	11 077	1 942,13	255,338	124,784	130,548	0,000	0	0,000	0,006
AUTOMOBILE DACIA SA	P7	252 389	1 176,07	106,605	103,872	2,732	0,000	0	2,029	0,001
AUTOMOBILES CITROEN	P8	288 043	1 166,56	121,556	114,885	6,671	0,321	2,969	2,561	0,000
AUTOMOBILES PEUGEOT	P8	271 525	1 487,73	115,805	128,609	- 12,809	2,969	2,969	1,602	0,005
AUTOMOBILI LAMBORGHINI SPA	D	1 535	2 018,53	347,381	321,452	25,929	0,000	7,5	1,186	0,000
BAYERISCHE MOTOREN WERKE AG	P1	656 243	1 710,36	112,664	126,367	- 13,703	0,000	0	1,680	0,000
BEIJING BORGWARD AUTOMOTIVE CO LTD	DMD	49	1 854,00	242,000			0,000	7,5	0,000	

A	B	C	D	E	F	G	H	I	J	K
Manufacturer name	Pools Derogations Exemptions	Total number of registrations	Average mass	WLTP average specific emissions of CO ₂	Specific emissions target	Distance to target	Super-credits	WLTP super-credit cap 2021–2022	CO ₂ savings from eco-innovations	Error margin
BENTLEY MOTORS LTD	D	1 507	2 425,89	274,504	252,883	21,621	0,000	7,5	2,138	0,000
BMW M GMBH	P1	9 790	1 969,35	247,857	119,807	128,050	0,000	0	2,227	0,000
BRILLIANCE SHINERAY CHONGQING AUTOMOBILE CO LTD	DMD	22	1 647,64	188,364			0,000	7,5	0,000	
BUGATTI AUTOMOBILES SAS	P10	13	2 070,00	523,385	113,249	410,136	0,000	0	0,000	0,000
BYD AUTO INDUSTRY COMPANY LIMITED	DMD	1 068	2 564,00	0,000			0,000	7,5	0,000	
CATERHAM CARS LIMITED	DMD	156	699,36	151,526			0,000	7,5	0,000	
CHINA FAW GROUP CO LTD	DMD	19	2 706,58	0,000			0,000	7,5	0,000	
CNG-TECHNIK GMBH	P2	1 021	1 713,00	130,242	128,879	1,363	0,000	0	1,039	0,000
DFSK MOTOR CO LTD	DMD	753	1 669,04	158,513			7,688	7,688	0,000	
DONKervoort AUTOMOBIELEN BV	DMD	13	865,00	191,000			0,000	7,5	0,000	
DR AUTOMOBILES SRL	D	8 314	1 390,99	156,796	171,098	- 14,302	0,013	7,5	0,000	0,000
DR ING HCF PORSCHE AG	P10	58 891	2 039,29	155,251	136,278	18,971	0,000	0	0,927	0,002
FABBRICA DALLARA SRL	DMD	2	1 010,00	216,000			0,000	7,5	0,000	
FCA ITALY SPA	P8	491 207	1 231,23	112,714	110,082	2,632	0,000	0	1,493	0,000
FCA US LLC	P8	69 747	1 605,31	132,416	123,142	9,274	0,000	0	0,792	0,000
FERRARI SPA	D	3 299	1 709,00	279,433	298,215	- 18,807	0,000	7,5	0,000	0,025
FORD MOTOR COMPANY	P2	3 010	1 847,61	260,943	112,743	148,168	0,000	0	1,049	0,032
FORD WERKE GMBH	P2	421 982	1 550,81	116,963	123,842	- 6,882	0,000	0	2,495	0,003
GENERAL MOTORS HOLDINGS LLC	D	391	1 803,21	223,849	255,404	- 31,555	0,000	7,5	0,000	0,000
GREAT WALL MOTOR COMPANY LIMITED	DMD	746	1 605,00	179,000			0,000	7,5	0,000	

A	B	C	D	E	F	G	H	I	J	K
Manufacturer name	Pools Derogations Exemptions	Total number of registrations	Average mass	WLTP average specific emissions of CO ₂	Specific emissions target	Distance to target	Super-credits	WLTP super-credit cap 2021–2022	CO ₂ savings from eco-innovations	Error margin
HAIMA CAR CO LTD	DMD	424	1 712,00	0,000			0,000	7,5	0,000	
HENAN SUDA ELECTRIC VEHICLES TECHNOLOGY CO LTD	DMD	104	1 465,00	0,000			0,000	7,5	0,000	
HONDA MOTOR CO LTD	P9	38 558	1 454,83	124,507	118,711	5,796	0,000	0	1,013	0,000
HYUNDAI ASSAN OTOMOTIV SANAYI VE TICARET AS	P3	120 572	1 086,61	118,390	96,662	21,728	0,000	0	1,174	0,000
HYUNDAI MOTOR COMPANY	P3	111 362	1 585,98	84,432	120,398	- 35,987	0,000	0	0,619	0,021
HYUNDAI MOTOR MANUFACTURING CZECH SRO	P3	207 646	1 569,99	112,774	117,76	- 4,995	0,000	0	0,884	0,009
JAGUAR LAND ROVER LIMITED	P9	66 110	2 162,14	159,792	145,521	14,268	0,000	0	0,832	0,003
JIANGLING MOTOR HOLDING CO LTD	P10	1 060	1 835,92	0,000	110,186	- 110,186	0,000	0	0,000	0,000
KIA CORPORATION	P4	237 103	1 373,94	91,167	110,054	- 18,887	0,000	0	0,523	0,000
KIA SLOVAKIA SRO	P4	175 864	1 485,25	126,643	113,486	13,156	0,000	0	0,665	0,001
KOENIGSEGG AUTOMOTIVE AB	DMD	2	1 750,00	381,000			0,000	7,5	0,000	
LANZHOU ZHIDOU ELECTRIC VEHICLE CO LTD	DMD	91	878,52	0,000			0,000	7,5	0,000	
LONDON EV COMPANY LIMITED	P10	1	2 305,00	19,000	104,838	- 85,838	0,000	0	0,000	0,000
LOTUS CARS LIMITED	D	317	1 097,45	202,095	223,925	- 21,830	0,000	7,5	0,000	0,000
MAGYAR SUZUKI CORPORATION LTD	P5	78 841	1 305,30	126,652	113,418	13,234	0,003	8,842	2,637	0,000
MAHINDRA & MAHINDRA LTD	D	927	1 224,09	174,211	175,622	- 1,411	0,000	7,5	0,000	0,000

A	B	C	D	E	F	G	H	I	J	K
Manufacturer name	Pools Derogations Exemptions	Total number of registrations	Average mass	WLTP average specific emissions of CO ₂	Specific emissions target	Distance to target	Super-credits	WLTP super-credit cap 2021–2022	CO ₂ savings from eco-innovations	Error margin
MANUFACTURE ALPINE DIEPPE JEAN REDELE	P7	2 158	1 177,27	153,384	97,358	56,026	0,000	0	1,235	0,000
MASERATI SPA	D	3 091	2 103,03	257,995	264,083	- 6,088	0,000	7,5	0,485	0,000
MAZDA MOTOR CORPORATION	P5	108 477	1 438,04	124,845	115,824	9,021	7,182	7,480	0,711	0,000
MAZDA MOTOR LOGISTICS EUROPE NV	P5	16 868	1 412,22	130,910	116,01	14,900	0,000	7,480	0,874	0,000
MCLAREN AUTOMOTIVE LIMITED	D	242	1 487,34	277,008	254,086	22,922	0,000	7,5	0,000	0,000
MERCEDES-AMG GMBH	P6	805	1 670,54	290,342	113,091	177,251	0,000	0	0,000	0,000
MERCEDES-BENZ AG	P6	542 537	1 812,34	113,871	125,258	- 11,387	0,000	0	0,787	0,000
MITSUBISHI MOTORS CORPORATION	P7	31 099	1 805,62	93,001	121,794	- 28,793	0,000	0	0,000	0,000
MITSUBISHI MOTORS THAILAND CO LTD	P7	34 027	950,89	115,250	92,11	23,140	0,000	0	1,203	0,000
MORGAN TECHNOLOGIES LTD	DMD	161	1 143,86	168,553			0,000	7,5	0,000	
NANJING GOLDEN DRAGON BUS CO., LTD.	DMD	3	1 955,00	0,000			0,000	7,5	0,000	
NEXT E.GO MOBILE SE	P10	131	1 255,46	0,000	90,857	- 90,857	0,000	0	0,000	0,000
NISSAN AUTOMOTIVE EUROPE SAS	P7	179 976	1 386,09	119,440	118,218	1,222	0,000	0	1,440	0,000
OPEL AUTOMOBILE GMBH	P8	185 952	1 396,75	121,232	120,754	0,477	2,969	2,969	2,504	0,001
PAGANI AUTOMOBILI SPA	DMD	2	1 453,00	360,500			0,000	7,5	0,000	
POLESTAR PERFORMANCE AB		3 869	2 109,45	0,000	139,907	- 139,907	0,000	7,5	0,000	0,000
PSA AUTOMOBILES SA	P8	809 892	1 336,15	99,116	120,855	- 21,744	2,969	2,969	2,183	0,005
RENAULT SAS	P7	803 088	1 366,69	106,724	110,72	- 3,999	0,000	0	1,820	0,003

A	B	C	D	E	F	G	H	I	J	K
Manufacturer name	Pools Derogations Exemptions	Total number of registrations	Average mass	WLTP average specific emissions of CO ₂	Specific emissions target	Distance to target	Super-credits	WLTP super-credit cap 2021–2022	CO ₂ savings from eco-innovations	Error margin
RENAULT TRUCKS	DMD	8	2 370,25	280,000			0,000	7,5	0,000	
ROLLS-ROYCE MOTOR CARS LTD	P1	242	2 672,02	365,347	144,572	220,775	0,000	0	0,000	0,000
SAIC MAXUS AUTOMOTIVE CO LTD		368	1 884,54	0,000	119,315	- 119,315	0,000	7,5	0,000	0,000
SAIC MOTOR CORPORATION LTD	P10	22 311	1 703,27	18,902	116,391	- 97,489	0,000	0	0,000	0,000
SEAT SA	P10	339 380	1 391,26	117,378	114,463	2,901	0,000	0	2,136	0,014
SECMA SAS	DMD	83	678,36	140,313			0,000	7,5	0,000	
SKODA AUTO AS	P10	511 393	1 444,29	114,587	117,784	- 3,198	0,000	0	2,143	0,001
SSANGYONG MOTOR COMPANY	D	9 485	1 527,32	173,773	174,397	- 0,624	0,221	7,5	0,000	0,000
SUBARU CORPORATION	P5	15 508	1 657,68	184,753	122,879	61,874	0,000	7,5	0,410	0,000
SUZUKI MOTOR CORPORATION	P5	90 409	999,21	108,455	100,178	8,277	1,275	8,842	2,291	0,000
SUZUKI MOTOR THAILAND CO LTD		12	890,00	108,000	95,643	12,357	0,000	8,842	0,000	0,000
TESLA INC	P9	127 791	1 912,45	0,000	112,734	- 112,734	0,000	0	0,000	0,000
TOYOTA MOTOR CORPORATION		25 006	1 303,39	102,773	113,065	- 10,293	1,745	7,500	1,136	0,001
TOYOTA MOTOR EUROPE NV SA	P5	612 548	1 409,40	110,862	120,896	- 10,036	2,416	7,480	0,986	0,002
UAZ	DMD	3	1 840,00	261,667			0,000	7,5	0,000	
VOLKSWAGEN AG	P10	1 090 43- 431	1 497,21	117,087	119,687	- 2,602	0,000	0	1,157	0,002
VOLVO CAR CORPORATION		241 475	1 941,33	103,717	132,844	- 29,129	0,000	0	0,291	0,002
ZHEJIANG GEELY AUTOMOBILE CO LTD	P10	8 395	1 935,22	39,438	134,105	- 94,667	4,752	7,5	0,000	0,000
ZHEJIANG ZOTYE AUTOMOBILE MANUFACTURING CO LTD	DMD	8	1 967,25	0,000			0,000	7,5	0,000	

Table 2

Values relating to performance of pools of manufacturers of new passenger cars in the calendar year 2021 in accordance with Article 9 of Regulation (EU) 2019/631

A	B	C	D	E	F	G	H	I	J	K	L
Pool name	Pools	Total number of registrations	Average mass	WLTP average specific emissions of CO ₂	Specific emissions target	Distance to target	Super-credits	WLTP super-credit cap 2021–2022	CO ₂ savings from eco-innovations	Error margin	WLTP specific emissions reference target
BMW	P1	666 275	1 714,52	114,743	125,942	- 11,199	0,000	0,000	1,687	0,000	
FORD	P2	426 013	1 553,29	118,013	123,281	- 5,272	0,000	0,000	2,481	0,004	119,870
HYUNDAI	P3	439 580	1 441,46	107,134	112,485	- 5,359	0,000	0,000	0,897	0,008	
KIA	P4	412 967	1 421,34	106,275	111,498	- 5,224	0,000	0,000	0,583	0,001	
MAZDA-SUBARU-SUZUKI-TOYOTA	P5	922 651	1 367,90	115,208	117,336	- 2,128	2,599	7,555	1,205	0,000	116,476
MERCEDES-BENZ	P6	543 342	1 812,13	114,133	125,181	- 11,048	0,000	0,000	0,785	0,000	
RENAULT-NISSAN-MITSUBISHI	P7	1 302 737	1 331,74	108,430	110,466	- 2,038	0,000	0,000	1,748	0,002	110,613
STELLANTIS	P8	2 139 576	1 326,50	110,743	118,376	- 7,633	2,205	2,205	1,940	0,000	117,636
TESLA	P9	232 459	1 907,55	66,096	136,043	- 69,948	0,000	0,000	0,405	0,001	135,408
VW-SAIC	P10	2 490 908	1 530,75	117,300	120,789	- 3,490	0,077	0,077	1,309	0,001	119,389

Explanatory notes to Tables 1 and 2:

For all calculations underlying the values listed in these Tables only those vehicles have been considered for which both the WLTP specific emissions of CO₂ and the mass in running order values were reported.

For an individual manufacturer, which is member of a pool of manufacturers in the calendar year 2021, the values listed in Table 1 are those that would have applied if the manufacturer had not been a pool member.

Column A:

Table 1: 'Manufacturer name' means the name of the manufacturer as notified to the Commission by the manufacturer concerned or, where no such notification has taken place, the name reported by the reporting country.

Table 2: 'Pool name' means the name of the pool as declared by the pool manager.

Column B:

'D' means that a derogation has been granted in accordance with Article 10(3) of Regulation (EU) 2019/631 for the calendar year 2021 (small volume manufacturer).

'DMD' means that an exemption applies in accordance with Article 2(4) of Regulation (EU) 2019/631, so that the manufacturer does not have to meet a specific emissions target in the calendar year 2021.

'P' means that the manufacturer is a member of a pool of manufacturers formed pursuant to Article 6 of Regulation (EU) 2019/631 for which the pooling agreement is valid for the calendar year 2021.

Column C:

'Total number of registrations' means the total number of new passenger cars registered in the calendar year 2021 in the Union, Iceland and Norway for which the manufacturer (Table 1) or the members of the pool (Table 2) are responsible.

Column D:

'Average mass' (kg) means the average of the mass in running order of the new passenger cars registered in the calendar year 2021 in the Union, Iceland and Norway for which the manufacturer (Table 1) or the members of the pool (Table 2) are responsible.

Column E:

'WLTP average specific emissions of CO₂' (g CO₂/km) means the average specific emissions of CO₂ determined in accordance with Commission Regulation (EU) 2017/1151 ⁽¹⁾ for the new passenger cars registered in 2021 in the Union, Iceland and Norway for which the manufacturer (Table 1) or the members of the pool (Table 2) are responsible.

In calculating the WLTP average specific emissions of CO₂, the Commission has taken account of the following, where applicable:

- the use of super-credits (column H),
- CO₂ emission savings resulting from the use of eco-innovations (column J).

Column F:

'Specific emissions target' (g CO₂/km) means the specific emissions target of the manufacturer (Table 1) or the pool of manufacturers (Table 2) calculated in accordance with Part A, point 4, of Annex I to Regulation (EU) 2019/631, or, where applicable, the derogation target granted pursuant to Article 10 of Regulation (EU) 2019/631, taking into account Part A, point 5, of Annex I to Regulation (EU) 2019/631 ('D' in column B in Table 1).

The WLTP specific emissions reference target used for the calculation of the specific emissions target is the one set out in Part A of Annex II to Commission Implementing Decision (EU) 2022/2087. For pools of manufacturers listed in Table 2, with a change in their composition in the calendar year 2021, the WLTP specific emissions reference target is listed in column L in Table 2.

Where a manufacturer benefits from an exemption pursuant to Article 2(4) of Regulation (EU) 2019/631 ('DMD' in column B in Table 1), no specific emissions target applies and therefore also no 'distance to target' (column G) or 'error margin' (column K) is mentioned.

Column G:

'Distance to target' (g CO₂/km) means the difference between the WLTP average specific emissions of CO₂ (column E) and the specific emissions target (column F), from which the error margin (column K) is subtracted.

Where the distance to target value is greater than zero, this means that the specific emissions target has been exceeded.

For a manufacturer, which is member of a pool of manufacturers ('P' in column B in Table 1), compliance with the specific emissions target is assessed only at the level of the pool.

Column H:

'Super-credits' (g CO₂/km) means emission credits referred to in Article 5 of Regulation (EU) 2019/631 and determined in accordance with point 4.1(g) of Commission Notice 2017/C 218/01 ⁽²⁾, which are to be taken into account for the calculation of the WLTP average specific emissions of CO₂ (column E). For determining the amount of super-credits (WLTP) attributed to a manufacturer or pool of manufacturers, each of its new passenger cars registered in 2021 in the Union, Iceland and Norway with specific emissions of CO₂ of less than 50 g CO₂/km (NEDC) is counted as 1,67 passenger cars.

⁽¹⁾ Commission Regulation (EU) 2017/1151 of 1 June 2017 supplementing Regulation (EC) No 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No 692/2008 and Commission Regulation (EU) No 1230/2012 and repealing Commission Regulation (EC) No 692/2008 (OJ L 175, 7.7.2017, p. 1).

⁽²⁾ Commission Notice on the Guidance on the monitoring and reporting of data on the registration of new light duty vehicles 2017/C 218/01 (OJ C 218, 7.7.2017, p. 1).

Column I:

'WLTP super-credit cap 2021–2022' (g CO₂/km) means the maximum amount of WLTP super-credits that may be used in the calendar years 2021 and 2022, as calculated in accordance with Article 5 of Commission Implementing Regulation (EU) 2017/1153 ⁽³⁾ and point 6.3 of Commission Notice 2017/C 218/01. In case the calculated amount of super-credits in calendar year 2021 was higher than the 'WLTP super-credit cap 2021–2022', the value taken into account for the calculation (column H) is limited to this cap.

For the pools of manufacturers listed in Table 2 whose composition changed compared to the calendar year 2020, the 'WLTP super-credit cap 2021–2022' is calculated as the average of the 'WLTP super-credit cap 2021–2022' values indicated for each member of the pool in Column I of Table 1, weighted according to the total number of passenger cars with NEDC specific emissions of not more than 50 g CO₂/km that were registered in the calendar year 2021 by the members of the pool.

Column J:

'CO₂ savings from eco-innovations' (g CO₂/km) means the emission savings taken into account for the calculation of the WLTP average specific emissions of CO₂ (column F), which result from the use of innovative technologies that make a verified contribution to CO₂ reductions and that the Commission has approved in accordance with Article 11 of Regulation (EU) 2019/631. Only eco-innovations approved in relation to the WLTP emission test procedure have been taken into account. The CO₂ savings from eco-innovations are calculated in accordance with Article 6 of Implementing Regulation (EU) 2017/1153 and point 4.1(f) of Commission Notice 2017/C 218/01.

Column K:

'Error margin' (g CO₂/km) means the value by which the difference between the WLTP average specific emissions of CO₂ (column E) and the specific emissions target (column F) has been adjusted when calculating the distance to target (column G), in order to take into account records notified to the Commission by the manufacturer (Table 1) or the pool of manufacturers (Table 2) with error code B as set out in Article 6 of Commission Implementing Regulation (EU) 2021/392 ⁽⁴⁾.

This error margin is calculated in accordance with the following formula:

Error margin = absolute value of [(AC1 – TG1) – (AC2 – TG2)]

AC1 = WLTP average specific emissions of CO₂ including the records with error code B (as specified in column E);

TG1 = specific emissions target including the records with error code B (as specified in column F);

AC2 = WLTP average specific emissions of CO₂ calculated after excluding the records with error code B;

TG2 = specific emissions target calculated after excluding the records with error code B.

Column L (Table 2):

The 'WLTP specific emissions reference target' means the WLTP specific emissions reference target determined in accordance with Annex I, Part A, point 3, to Regulation (EU) 2019/631. A value is indicated only for the pools of manufacturers with a change in composition in the calendar year 2021. For the other pools of manufacturers, the WLTP specific emissions reference target is listed in Part A of Annex II to Implementing Decision (EU) 2022/2087.

⁽³⁾ Commission Implementing Regulation (EU) 2017/1153 of 2 June 2017 setting out a methodology for determining the correlation parameters necessary for reflecting the change in the regulatory test procedure and amending Regulation (EU) No 1014/2010 (OJ L 175, 7.7.2017, p. 679).

⁽⁴⁾ Commission Implementing Regulation (EU) 2021/392 of 4 March 2021 on the monitoring and reporting of data relating to CO₂ emissions from passenger cars and light commercial vehicles pursuant to Regulation (EU) 2019/631 of the European Parliament and of the Council and repealing Commission Implementing Regulations (EU) No 1014/2010, (EU) No 293/2012, (EU) 2017/1152 and (EU) 2017/1153 (OJ L 77, 5.3.2021, p. 8).

Part B

PERFORMANCE OF MANUFACTURERS OF NEW LIGHT COMMERCIAL VEHICLES

Table 1

Values relating to performance of individual manufacturers of new light commercial vehicles in the calendar year 2021 in accordance with Article 9 of Regulation (EU) 2019/631

A	B	C	D	E	F	G	H	I
Manufacturer name	Pools Derogations Exemptions	Total number of registrations	Average mass	WLTP average specific emissions of CO ₂	Specific emissions target	Distance to target	CO ₂ savings from eco-innovations	Error margin
ADDAX MOTOR NV	DMD	42	1 109,86	0,000			0,000	
ALFA ROMEO SPA	P4	380	1 745,37	146,440	161,075	- 14,635	1,307	0,000
ALKE SRL	DMD	105	1 064,29	0,000			0,000	
AUDI AG	P5	23	1 854,57	155,456	186,900	- 31,444	0,587	0,000
AUDI SPORT GMBH	P5	3	2 041,67	269,000	198,509	70,491	0,000	0,000
AUTOMOBILE DACIA SA	P3	19 933	1 308,26	145,999	117,411	28,587	0,025	0,001
AUTOMOBILES CITROEN	P4	66 827	1 886,15	202,283	221,550	- 19,276	0,089	0,009
AUTOMOBILES PEUGEOT	P4	111 686	1 884,09	198,039	217,217	- 19,179	0,091	0,001
BATTSWAP INC	DMD	2	1 320,00	0,000			0,000	
BAYERISCHE MOTOREN WERKE AG	DMD	25	1 778,20	152,472			1,328	
BYD AUTO INDUSTRY COMPANY LIMITED	P5	174	1 775,00	0,000	142,178	- 142,178	0,000	0,000
DFSK MOTOR CO LTD	DMD	406	1 199,16	193,421			0,000	
DR ING HCF PORSCHE AG		2	2 187,50	155,670	220,858	- 65,188	1,330	0,000
ESAGONO ENERGIA SRL	DMD	15	1 187,33	0,000			0,000	
EVUM MOTORS GMBH	DMD	11	1 651,36	0,000			0,000	
FCA ITALY SPA	P4	118 595	1 820,12	196,548	194,701	1,846	0,927	0,001
FCA US LLC	P4	2 177	2 124,06	218,277	203,555	14,722	0,304	0,000
FORD MOTOR COMPANY OF AUSTRALIA PTY LIMITED	P5	34 206	2 376,18	243,649	237,373	6,276	0,000	0,000
FORD-WERKE GMBH	P5	142 823	2 028,56	192,954	205,027	- 12,074	0,042	0,001
GOUPIL INDUSTRIE SAS	P5	901	1 087,66	0,000	76,193	- 76,193	0,000	0,000
GREAT WALL MOTOR COMPANY LIMITED	DMD	317	1 881,13	224,972			0,000	
HONDA MOTOR CO LTD	DMD	4	1 300,00	102,000			0,000	
HYUNDAI ASSAN OTOMOTIV SANAYI VE TICARET AS	P1/DMD	89	1 064,85	119,933			0,505	

A	B	C	D	E	F	G	H	I
Manufacturer name	Pools Derogations Exemptions	Total number of registrations	Average mass	WLTP average specific emissions of CO ₂	Specific emissions target	Distance to target	CO ₂ savings from eco-innovations	Error margin
HYUNDAI MOTOR COMPANY	P1/DMD	42	1 760,52	166,507			0,207	
HYUNDAI MOTOR MANUFACTURING CZECH SRO	P1/DMD	46	1 570,04	117,277			0,049	
ISUZU MOTORS LIMITED	D	8 315	2 133,38	239,269	262,905	- 23,636	0,000	0,000
IVECO SPA		13 506	2 423,59	278,341	294,769	- 16,428	0,000	0,000
JAGUAR LAND ROVER LIMITED		2 810	2 149,70	200,251	220,864	- 20,613	1,587	0,000
JIANGLING MOTOR HOLDING CO LTD	DMD	1	1 795,00	0,000			0,000	
JIANGSU AOXIN NEW ENERGY AUTOMOBILE CO LTD	DMD	1	1 120,00	0,000			0,000	
KIA CORPORATION	P2/DMD	650	1 445,50	133,781			0,610	
KIA SLOVAKIA SRO	P2/DMD	40	1 501,28	134,799			0,576	
LIGIER GROUP	DMD	88	715,11	0,000			0,000	
LLC AUTOMOBILE PLANT GAZ	DMD	108	2 547,06	348,000			0,000	
LONDON EV COMPANY	DMD	37	2 273,11	21,000			0,000	
MAN TRUCK & BUS SE	P5	9 290	2 203,11	255,721	238,332	17,385	0,000	0,004
MAZDA MOTOR CORPORATION	DMD	26	1 633,50	157,731			0,000	
MERCEDES-BENZ AG		111 042	2 196,88	216,445	226,113	- 9,673	0,091	0,005
MITSUBISHI MOTORS THAILAND CO LTD	P3	10 581	2 071,13	236,805	204,850	31,955	0,397	0,000
NISSAN AUTOMOTIVE EUROPE S. A.S.	P3	22 818	1 971,18	192,995	192,199	0,792	0,270	0,004
OPEL AUTOMOBILE GMBH	P4	36 897	1 738,23	192,916	187,499	5,416	0,217	0,001
OZ TRUCK SRL	DMD	11	1 600,00	0,000			0,000	
PIAGGIO & C SPA	D	4 109	1 295,30	176,714	181,000	- 4,286	0,000	0,000
POLARIS SALES EUROPE SARL	P5	132	1 009,86	0,000	115,087	- 115,087	0,000	0,000
PSA AUTOMOBILES SA	P4	103 623	1 440,51	144,834	149,814	- 4,994	0,108	0,014
RENAULT SAS	P3	208 594	1 746,34	183,086	191,943	- 8,860	0,524	0,003
RENAULT TRUCKS		6 584	2 180,09	276,813	273,941	2,872	0,728	0,000
ROMANITAL SRL	DMD	50	1 445,02	253,040			0,000	

A	B	C	D	E	F	G	H	I
Manufacturer name	Pools Derogations Exemptions	Total number of registrations	Average mass	WLTP average specific emissions of CO ₂	Specific emissions target	Distance to target	CO ₂ savings from eco-innovations	Error margin
SAIC MAXUS AUTOMOTIVE CO LTD	P5	2 325	1 972,06	45,884	54,703	- 8,819	0,000	0,000
SAIC MOTOR CORPORATION LTD	P5	4	1 699,25	21,500	134,906	- 113,406	0,000	0,000
SEAT SA	P5	211	1 468,15	132,723	136,909	- 4,186	1,381	0,000
SKODA AUTO AS	P5	118	1 261,76	126,598	118,618	7,980	1,775	0,000
SSANGYONG MOTOR COMPANY	D	397	2 181,92	246,451	238,970	7,481	0,000	0,000
STREETSCOOTER GMBH	P5	2 818	1 752,91	0,000	140,057	- 140,057	0,000	0,000
SUBARU CORPORATION	DMD	5	1 720,40	186,600			0,000	
SUZUKI MOTOR CORPORATION	D	8 858	1 165,00	173,000	193,058	- 20,058	0,000	0,000
TOYOTA MOTOR CORPORATION		1	1 375,00	113,480	150,141	- 36,661	1,520	0,000
TOYOTA MOTOR EUROPE NV SA		63 019	1 884,85	190,782	205,888	- 15,106	0,099	0,000
UAZ	DMD	1	2 068,00	312,000			0,000	
VOLKSWAGEN AG	P5	121 485	1 948,18	196,633	195,028	1,605	0,916	0,000
VOLVO CAR CORPORATION		725	1 729,83	117,204	165,450	- 48,246	0,004	0,000
XYT	DMD	1	940,00	0,000			0,000	

Table 2

Values relating to performance of pools of manufacturers of new light commercial vehicles in the calendar year 2021 in accordance with Article 9 of Regulation (EU) 2019/631

A	B	C	D	E	F	G	H	I	J
Pool name	Pools Exemptions	Total number of registrations	Average mass	WLTP average specific emissions of CO ₂	Specific emissions target	Distance to target	CO ₂ savings from eco-innovations	Error margin	WLTP specific emissions reference target
HYUNDAI MOTOR EUROPE	P1/DMD	177	1 361,22	130,295			0,315		
KIA	P2/DMD	690	1 448,74	133,840			0,608		
RENAULT-NISSAN-MITSUBISHI	P3	261 926	1 745,71	183,295	185,873	- 2,579	0,460	0,001	195,385
STELLANTIS	P4	440 185	1 751,59	185,383	192,731	- 7,356	0,333	0,008	195,660
VOLKSWAGEN-FORD-SAIC-GOUPIL	P5	314 513	2 033,64	198,117	204,685	- 6,570	0,374	0,002	207,683

Explanatory notes to Tables 1 and 2:

For all calculations underlying the values listed in these Tables, only those vehicles have been considered for which both the WLTP specific emissions of CO₂ and the mass in running order values were reported.

For an individual manufacturer, which is member of a pool of manufacturers in the calendar year 2021, the values listed in Table 1 are those that would have applied if the manufacturer had not been a pool member.

Column A:

Table 1: 'Manufacturer name' means the name of the manufacturer as notified to the Commission by the manufacturer concerned or, where no such notification has taken place, the name reported by the reporting country.

Table 2: 'Pool name' means the name of the pool as declared by the pool manager.

Column B:

'D' means that a derogation has been granted in accordance with Article 10(3) of Regulation (EU) 2019/631 for the calendar year 2021 (small volume manufacturer);

'DMD' means that an exemption applies in accordance with Article 2(4) of Regulation (EU) 2019/631, so that the manufacturer does not have to meet a specific emissions target in the calendar year 2021;

'P' means that the manufacturer is a member of a pool of manufacturers formed pursuant to Article 6 of Regulation (EU) 2019/631 for which the pooling agreement is valid for the calendar year 2021.

Column C:

'Total number of registrations' means the total number of new light commercial vehicles registered in the calendar year 2021 in the Union, Iceland and Norway for which the manufacturer (Table 1) or the members of the pool (Table 2) are responsible.

Column D:

'Average mass' (kg) means the average of the mass in running order of the new light commercial vehicles registered in the calendar year 2021 in the Union, Iceland and Norway for which the manufacturer (Table 1) or the members of the pool (Table 2) are responsible.

Column E:

'WLTP average specific emissions of CO₂' (g CO₂/km) means the average specific emissions of CO₂ determined in accordance with Regulation (EU) 2017/1151 for all new light commercial vehicles registered in the calendar year 2021 in the Union, Iceland and Norway for which the manufacturer (Table 1) or the members of the pool (Table 2) are responsible.

In calculating the WLTP average specific emissions of CO₂, the Commission has taken account, where applicable, of the CO₂ emission savings resulting from the use of eco-innovations (column H).

Column F:

'Specific emissions target' (g CO₂/km) means the specific emissions target of the manufacturer (Table 1) or the pool of manufacturers (Table 2) calculated in accordance with Part B, point 4, of Annex I to Regulation (EU) 2019/631, or, where applicable, taking into account Part B, point 5, of Annex I to Regulation (EU) 2019/631 ('D' in column B in Table 1).

The WLTP specific emissions reference target used for the calculation of the specific emissions target is the one set out in Part B of Annex II to Implementing Decision (EU) 2022/2087. For pools of manufacturers listed in Table 2, with a change in their composition in the calendar year 2021, the WLTP specific emissions reference target is listed in column J in Table 2.

Where a manufacturer benefits from an exemption pursuant to Article 2(4) of Regulation (EU) 2019/631 ('DMD' in column B in Table 1), no specific emissions target applies and therefore also no 'distance to target' (column G) or 'error margin' (column I) is mentioned.

Column G:

'Distance to target' (g CO₂/km) means the difference between the WLTP average specific emissions of CO₂ (column E) and the specific emissions target (column F), from which the error margin (column I) is subtracted.

Where the distance to target value is greater than zero, this means that the specific emissions target has been exceeded.

For a manufacturer, which is member of a pool of manufacturers ('P' in column B in Table 1), compliance with the specific emissions target is assessed only at the level of the pool.

Column H:

'CO₂ savings from eco-innovations' (g CO₂/km) means the emission savings taken into account for the calculation of the WLTP average specific emissions of CO₂ (column E), which result from the use of innovative technologies that make a verified contribution to CO₂ reductions and that the Commission has approved in accordance with Article 11 of Regulation (EU) 2019/631. Only eco-innovations approved in relation to the WLTP emission test procedure have been taken into account. The CO₂ savings from eco-innovations are calculated in accordance with Article 5 of Implementing Regulation (EU) 2017/1152 and point 4.1(f) of Commission Notice 2017/C 218/01.

Column I:

'Error margin' (g CO₂/km) means the value by which the difference between the WLTP average specific emissions of CO₂ (column E) and the specific emissions target (column F) has been adjusted when calculating the distance to target (column G), in order to take into account records notified to the Commission by the manufacturer (Table 1) or the pool of manufacturers (Table 2) with the error code B as set out in Article 6 of Implementing Regulation (EU) 2021/392.

This error margin is calculated in accordance with the following formula:

Error margin = absolute value of [(AC1 – TG1) – (AC2 – TG2)]

AC1 = WLTP average specific emissions of CO₂ including the records with error code B (as specified in column E);

TG1 = specific emissions target including the records with error code B (as specified in column F);

AC2 = WLTP average specific emissions of CO₂ calculated after excluding the records with error code B;

TG2 = specific emissions target calculated after excluding the records with error code B.

Column J (Table 2):

The 'WLTP specific emissions reference target' means the WLTP specific emissions reference target determined in accordance with Part B, point 3, of Annex I to Regulation (EU) 2019/631. A value is indicated only for the pools of manufacturers with a change in composition in the calendar year 2021. For the other pools of manufacturers, the WLTP specific emissions reference targets is listed in Part B of Annex II to Implementing Decision (EU) 2022/2087.

ANNEX II

Part A

Values referred to in Article 9(3) of Regulation (EU) 2019/631 (passenger cars)

1. The 2025 and 2030 EU fleet-wide targets referred to in Article 1(4), point (a), and Article 1(5), point (a), respectively, of Regulation (EU) 2019/631, calculated ⁽¹⁾ in accordance with Part A, points 6.1.1 and 6.1.2, of Annex I to that Regulation, shall be the following:

EU fleet-wide target ₂₀₂₅	93,6 g CO ₂ /km
EU fleet-wide target ₂₀₃₀	49,5 g CO ₂ /km

2. The values for a_{2021} , a_{2025} and a_{2030} calculated ⁽²⁾ in accordance with point 6.2 of Part A of Annex I to Regulation (EU) 2019/631, shall be the following:

a_{2021}	– 0,0175
a_{2025}	– 0,0144
a_{2030}	– 0,0076

3. The indicative TM_0 value for 2025, calculated in accordance with Article 14(1)(c) of Regulation (EU) 2019/631 as the average test mass of all new passenger cars registered in 2021, shall be 1 609,6 kg.

Part B

Values referred to in Article 9(3) of Regulation (EU) 2019/631 (light commercial vehicles)

1. The 2025 and 2030 EU fleet-wide targets referred to in Article 1(4), point (b), and Article 1(5), point (b), respectively, of Regulation (EU) 2019/631, calculated ⁽³⁾ in accordance with Part B, points 6.1.1 and 6.1.2, of Annex I to that Regulation, shall be the following:

EU fleet-wide target ₂₀₂₅	153,9 gCO ₂ /km
EU fleet-wide target ₂₀₃₀	90,6 gCO ₂ /km

2. The values for a_{2021} , a_{2025} and a_{2030} calculated ⁽⁴⁾ in accordance with point 6.2 of Part B of Annex I to Regulation (EU) 2019/631, shall be the following:

a_{2021}	0,1064
a_{2025}	0,0848
a_{2030}	0,0499

⁽¹⁾ 2025 and 2030 CO₂ emission targets for Light Duty Vehicles, EUR 31509 EN, Publications Office of the European Union, Luxembourg, 2023, ISBN 978-92-68-03448-4, doi:10.2760/901734, JRC133502.

⁽²⁾ 2025 and 2030 CO₂ emission targets for Light Duty Vehicles, EUR 31509 EN, Publications Office of the European Union, Luxembourg, 2023, ISBN 978-92-68-03448-4, doi:10.2760/901734, JRC133502.

⁽³⁾ 2025 and 2030 CO₂ emission targets for Light Duty Vehicles, EUR 31509 EN, Publications Office of the European Union, Luxembourg, 2023, ISBN 978-92-68-03448-4, doi:10.2760/901734, JRC133502.

⁽⁴⁾ 2025 and 2030 CO₂ emission targets for Light Duty Vehicles, EUR 31509 EN, Publications Office of the European Union, Luxembourg, 2023, ISBN 978-92-68-03448-4, doi:10.2760/901734, JRC133502.

ANNEX III

Annexes I and II to Implementing Decision (EU) 2022/2087 are amended as follows:

- (1) in Annex I, Part A, Table 1, the rows relating to the manufacturers DR Automobiles Srl and DR Motor Company Srl are replaced by the following:

A	B	C	D	E	F	G	H	I	J	K
Manufacturer name	Pools Derogations Exemptions	Total number of registrations	Number of registrations considered (95 %)	Average mass	NEDC average specific emissions of CO ₂	Specific emissions target	Distance to target	Super-credits	CO ₂ savings from eco-innovations	Error margin
DR AUTOMOBILES SRL	D	3 335	3 168	1 409,92	139,422	148,000	– 8,578	0	0	0'
DR MOTOR COMPANY SRL	D	1	0	1 050,00						

- (2) Annex II, Part A is amended as follows:

- (a) point 2(b) is replaced by the following:

‘(b) for the manufacturers referred to in Part A, point 5(b), of Annex I to Regulation (EU) 2019/631:

- (i) NEDC_{CO2} is 107,534 g CO₂/km, calculated as the average of all values specified in column E of Table 1 below, weighted according to the number of vehicles registered for each of the manufacturers as reported in column C;
 - (ii) WLTP_{CO2} is 130,301 g CO₂/km, calculated as the average of all values specified in column F of Table 1 below, weighted according to the number of vehicles registered for each of the manufacturers as reported in column C;
- (b) in Table 1, the rows relating to the manufacturers DR Automobiles Srl, DR Motor Company Srl and Great Wall Motor Company Limited are replaced by the following:

A	B	C	D	E	F	G
Manufacturer name	Pools	Number of registrations considered	NEDC 2020 target	NEDC average specific emissions of CO ₂	WLTP average specific emissions of CO ₂	WLTP specific emissions reference target
DR AUTOMOBILES SRL		3 331	96,000	140,356	169,117	115,672
DR MOTOR COMPANY SRL		0	84,015			101,826
GREAT WALL MOTOR COMPANY LIMITED		370	102,526	160,000	179,000	114,701'

- (c) in the Explanatory notes to Tables 1 and 2, Column G, the second subparagraph is replaced by the following:

‘For manufacturers responsible for new passenger cars registered in 2020, for which no WLTP specific emissions of CO₂ were reported (no entries in columns E and F), the WLTP specific emissions reference target was determined by multiplying their NEDC 2020 target (column D) by 130,301 g CO₂/km, i.e. the fleet-wide average of the WLTP average specific emissions of CO₂ (column F), divided by 107,534 g CO₂/km, i.e. the fleet-wide average of the NEDC average specific emissions of CO₂ (column E). Those fleet-wide averages were calculated as weighted averages, according to the number of vehicles registered for each of the manufacturers (column C).’.

COMMISSION IMPLEMENTING DECISION (EU) 2023/1624**of 4 August 2023****amending Implementing Decision (EU) 2022/2333 concerning certain emergency measures relating to sheep pox and goat pox in Spain***(notified under document C(2023) 5415)***(Only the Spanish text is authentic)****(Text with EEA relevance)**

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2016/429 of the European Parliament and of the Council of 9 March 2016 on transmissible animal diseases and amending and repealing certain acts in the area of animal health ('Animal Health Law') ⁽¹⁾, and in particular Article 259(1) thereof,

Whereas:

- (1) Commission Implementing Decision (EU) 2022/2333 ⁽²⁾ was adopted within the framework of Regulation (EU) 2016/429, and it lays down emergency measures relating to outbreaks of sheep pox and goat pox in Spain, that were detected in the regions of Andalusia and Castilla-La Mancha, where they form two distinct clusters, one in each region. That Implementing Decision applies until 31 December 2023.
- (2) More particularly, Implementing Decision (EU) 2022/2333 provides that the protection, surveillance and further restricted zones, to be established by Spain following outbreaks of sheep pox and goat pox, in accordance with Article 21 of Commission Delegated Regulation (EU) 2020/687 ⁽³⁾, are to comprise at least the areas listed in the Annex to that Implementing Decision.
- (3) In addition to the protection and surveillance zones, a further restricted zone was established, in accordance with Article 21(1) of Delegated Regulation (EU) 2020/687, in both the regions of Andalusia and Castilla-La Mancha, where Spain is required to apply certain measures regarding restrictions on the movements of sheep and goats outside that further restricted zone, with a view to preventing the spread of sheep pox and goat pox to the rest of its territory and to the rest of the Union.
- (4) After the adoption of Implementing Decision (EU) 2022/2333, Spain notified the Commission of a number of additional outbreaks of sheep pox and goat pox in establishments where sheep and/or goats were kept. As a result, the areas listed as protection and surveillance zones, as well as the areas listed as further restricted zones for Spain, in the Annex to Implementing Decision (EU) 2022/2333, were subsequently amended. The Annex to Implementing Decision (EU) 2022/2333 was last amended by Commission Implementing Decision 2023/1145 ⁽⁴⁾.
- (5) Since the date of adoption of Implementing Decision (EU) 2023/1145, Spain has informed the Commission about the surveillance undertaken in the protection and surveillance zones listed in the Annex to Implementing Decision (EU) 2022/2333. The results of this surveillance indicate that there have been no new outbreaks of sheep pox and goat pox in Spain since 17 May 2023.

⁽¹⁾ OJ L 84, 31.3.2016, p. 1.

⁽²⁾ Commission Implementing Decision (EU) 2022/2333 of 23 November 2022 concerning certain emergency measures relating to sheep pox and goat pox in Spain and repealing Implementing Decision (EU) 2022/1913 (OJ L 308, 29.11.2022, p. 22).

⁽³⁾ Commission Delegated Regulation (EU) 2020/687 of 17 December 2019 supplementing Regulation (EU) 2016/429 of the European Parliament and the Council, as regards rules for the prevention and control of certain listed diseases (OJ L 174, 3.6.2020, p. 64).

⁽⁴⁾ Commission Implementing Decision (EU) 2023/1145 of 7 June 2023 amending Implementing Decision (EU) 2022/2333 concerning certain emergency measures relating to sheep pox and goat pox in Spain (OJ L 151, 12.6.2023, p. 28).

- (6) In view of the favourable epidemiological situation as regards that disease, Spain has requested that certain measures laid down in Article 3 of Implementing Decision (EU) 2022/2333 related to the movements of sheep and goats from the further restricted zone to a destination outside that further restricted zone be amended, to allow movements of sheep and goats from the further restricted zone to the rest of the territory of Spain, for purposes other than immediate slaughter.
- (7) Therefore, the measures related to the movements of sheep and goats from the further restricted zone to a destination outside that further restricted zone, as provided for in Article 3 of Implementing Decision (EU) 2022/2333, should be amended to allow for movements of sheep and goats from the further restricted zone to the rest of the territory of Spain for the purposes other than immediate slaughter and setting out conditions and biosecurity measures under which such movements may take place, taking into account the current epidemiological situation as regards sheep pox and goat pox in the region of Castilla-La Mancha.
- (8) Given the epidemiological situation, i.e. the absence of sheep pox and goat pox in other parts of the Union, and the specific needs regarding the movements of sheep and goats from the further restricted zone to the rest of Spain in particular to avoid animal welfare problems with the animals in this further restricted zone, due to the size and long duration of the measures implemented in this zone, it is important that the amendments to be made to Article 3 of Implementing Decision (EU) 2022/2333 by this Decision take effect as soon as possible.
- (9) Implementing Decision (EU) 2022/2333 should therefore be amended accordingly.
- (10) The measures provided for in this Decision are in accordance with the opinion of the Standing Committee on Plants, Animals, Food and Feed,

HAS ADOPTED THIS DECISION:

Article 1

Amendments to Implementing Decision (EU) 2022/2333

Article 3 of Implementing Decision (EU) 2022/2333 is replaced by the following:

'Article 3

Measures to be applied in the protection, surveillance and the further restricted zones

1. Movements of sheep and goats kept in the protection zone shall only be permitted if they are authorised by the competent authority and they comply with the conditions set out in paragraphs 2, 7 and 8.
2. Movements of sheep and goats kept in the protection zone may be authorised by the competent authority when such movements of sheep and goats are directly to a slaughterhouse located in the same protection zone as the establishment of origin, for immediate slaughter.
3. Movements of sheep and goats kept in the surveillance zone shall only be permitted if they are authorised by the competent authority and they comply with the conditions set out in paragraphs 4, 7 and 8.
4. Movements of sheep and goats kept in the surveillance zone may be authorised by the competent authority when such movements of sheep and goats are directly to a slaughterhouse located in the same surveillance zone as the establishment of origin, for immediate slaughter.
5. Movements of sheep and goats from the further restricted zone to a destination outside that further restricted zone shall only be permitted if they are authorised by the competent authority and they comply with the conditions set out in paragraph 6, and in paragraph 8, points (a) to (d).

6. The following movements of sheep and goats, kept in the further restricted zone, outside that zone within the territory of Spain, may be authorised by the competent authority of the place of origin:

- (a) movements of sheep and goats directly to a slaughterhouse for immediate slaughter;
- (b) movements of sheep and goats directly to an establishment located outside the further restricted zone, subject to the following conditions:
 - (i) the animals destined for movement were kept in the establishment of origin for a period of at least 30 days prior to the date of movement, or since birth if younger than 30 days;
 - (ii) the sheep and goats shall remain in the establishment of destination, for a period of at least 30 days after the date of arrival, except where they are moved directly to a slaughterhouse for immediate slaughter;
 - (iii) the sheep and goats destined for movement shall comply with one of the following requirements:
 - within the period of 48 hours preceding the time of loading, the sheep and goats on the establishment of origin must have been subjected to a clinical inspection and have not shown clinical signs or lesions of sheep pox and goat pox;
 - or
 - the sheep and goats destined for movement comply with any other similar animal health guarantees, based on the favourable outcome of a risk assessment of the measures against the spread of sheep pox and goat pox required by the competent authority of the place of origin.

7. The sheep and goats due for transport shall be subject to clinical inspection by the competent authority of the place of origin within a period of 24 hours or less before the time of transport.

8. The means of transport used for the movements of sheep and goats from the protection, surveillance or further restricted zones, referred to in paragraphs 1, 3 and 5, shall:

- (a) comply with the requirements for the means of transport laid down in Article 24(1) of Delegated Regulation (EU) 2020/687;
- (b) be cleaned and disinfected before any transport of animals under the control or supervision of the competent authority;
- (c) be cleaned and disinfected in accordance with the requirements for the means of transport laid down in Article 24(2) of Delegated Regulation (EU) 2020/687 under the control or supervision of the competent authority;
- (d) only transport sheep and goats of the same health status kept in the same establishment;
- (e) be sealed by the competent authority of the establishment of origin after the loading of the animals and unsealed by the competent authority of the slaughterhouse of destination.'

Article 2

Addressee

This Decision is addressed to the Kingdom of Spain.

Done at Brussels, 4 August 2023.

For the Commission
Stella KYRIAKIDES
Member of the Commission

ACTS ADOPTED BY BODIES CREATED BY INTERNATIONAL AGREEMENTS

DECISION No 1/2022 OF THE JOINT COMMITTEE ESTABLISHED BY THE AGREEMENT BETWEEN THE EUROPEAN UNION AND THE SWISS CONFEDERATION ON THE LINKING OF THEIR GREENHOUSE GAS EMISSIONS TRADING SYSTEMS

of 9 December 2022

amending Annexes III and IV to the Agreement between the European Union and the Swiss Confederation on the linking of their greenhouse gas emissions trading systems [2023/1625]

THE JOINT COMMITTEE,

Having regard to the Agreement between the European Union and the Swiss Confederation on the linking of their greenhouse gas emissions trading systems ⁽¹⁾ (hereinafter 'the Agreement') and in particular Article 9 and Article 13(2) thereof,

Whereas:

- (1) Pursuant to Article 9(2) of the Agreement, sensitive information is to be marked in accordance with its level of sensitivity.
- (2) Annex III to the Agreement sets out how sensitive information that is handled and exchanged within the Agreement is marked. It requires the Parties to make use of the sensitivity levels to identify such sensitive information.
- (3) Annex IV to the Agreement defines the emissions trading systems ('ETS') sensitivity levels and establishes the global sensitivity level of the information.
- (4) Marking and corresponding handling of information is important to ensure the necessary level of confidentiality of information to avoid damage accruing from unauthorised disclosure or integrity loss.
- (5) By means of Security Notice Marking and handling of sensitive non-classified information ⁽²⁾, the European Commission changed the security markings of sensitive non-classified information for internal European Commission use. The European Commission recommended drawing up an agreement with external partners setting out the handling instructions for all information exchanged between them.
- (6) To ensure consistent application of sensitivity markings as set out in Annex III and IV to the Agreement, the Joint Committee may amend those Annexes in accordance with Article 13(2) of the Agreement.
- (7) In its third meeting held on 26 November 2020, the Joint Committee approved the handling instructions in accordance with Annex III to the Agreement and as referred to in Article 8(2) of the Agreement.
- (8) The working group established by Decisions No 1/2020 ⁽³⁾ and No 2/2020 ⁽⁴⁾ of the Joint Committee recommended, in accordance with the mandate provided by those Decisions, to amend the handling instructions to ensure consistent application of sensitivity markings,

⁽¹⁾ OJ L 322, 7.12.2017, p. 3.

⁽²⁾ C(2019) 1904 final.

⁽³⁾ Decision No 1/2020 of the Joint Committee established by the Agreement between the European Union and the Swiss Confederation on the linking of their greenhouse gas emissions trading systems of 5 November 2020 on the adoption of Common Operational Procedures (COP) [2021/1033] (OJ L 226, 25.6.2021, p. 2).

⁽⁴⁾ Decision No 2/2020 of the Joint Committee established by the Agreement between the European Union and the Swiss Confederation on the linking of their greenhouse gas emissions trading systems of 5 November 2020 on amending Annexes I and II to the Agreement and the adoption of Linking Technical Standards (LTS) (2021/1034) (OJ L 226, 25.6.2021, p. 16).

HAS ADOPTED THIS DECISION:

Article 1

Annex III and IV to the Agreement are replaced by the text appearing in Annexes III and IV in the Appendix to this Decision of the Joint Committee.

Article 2

This Decision shall enter into force on the day of its adoption.

Done at Brussels, 9 December 2022.

For the Joint Committee

Secretary for the European Union
Polona GREGORIN

The Chair.
Beatriz YORDI

Secretary for Switzerland
Thomas MEIER

APPENDIX

'ANNEX III

SENSITIVITY LEVELS AND HANDLING INSTRUCTIONS

The Parties shall make use of the following sensitivity levels to identify sensitive information that is handled and exchanged within this Agreement.

To this end, the markings laid down in Article 9(2) of this Agreement shall be applied as follows:

- 'ETS Limited' shall be applied in the Union as – 'SENSITIVE: ETS Joint Procurement'; in Switzerland as – 'LIMITED: ETS'
- 'ETS Sensitive' shall be applied in the Union and in Switzerland as – 'SENSITIVE: ETS'
- 'ETS Critical' shall be applied in the Union and in Switzerland as – 'SPECIAL HANDLING: ETS Critical'

Information that is marked as 'SPECIAL HANDLING: ETS Critical' is more sensitive than information that is marked as 'SENSITIVE: ETS', which in turn is more sensitive than information that is marked as 'SENSITIVE: ETS Joint Procurement' in the Union or 'LIMITED: ETS' in Switzerland.

The Parties agree to develop handling instructions on the basis of the existing ETS information classification policy of the Union and on the basis of the Information Protection Ordinance and the Federal Act on Data Protection of Switzerland. The handling instructions shall be submitted to the Joint Committee for approval. Following approval, all information shall have to be handled according to its sensitivity level in compliance with the handling instructions.

In case of different level assessments by the Parties, the higher level shall be applied.

The legislation of each Party shall include equivalent essential security requirements for the following handling steps, taking into account the ETS sensitivity levels:

- Generation of document
 - Resources
 - Sensitivity Level
- Storage
 - Electronic document on network
 - Electronic document in a local environment
 - Physical document
- Electronic transmission
 - Phone and mobile
 - Fax
 - E-mail
 - Data transmission
- Physical Transmission
 - Oral
 - Personal handover
 - Postal system
- Use
 - Processing with IT applications
 - Printing
 - Copying
 - Removal from permanent location

- Information management
 - Regular evaluation of classification and recipients
 - Archiving
 - Deletion and destruction
-

ANNEX IV

DEFINITION OF ETS SENSITIVITY LEVELS**A.1 – Confidentiality and Integrity rating**

‘Confidentiality’ means the reserved nature of information or of all or part of an information system (such as algorithms, programmes and documentation) to which access is limited to authorised persons, bodies and procedures.

‘Integrity’ means the guarantee that the information system and the processed information can be altered only by deliberate and legitimate action and that the system will produce the expected result accurately and in full.

For each piece of ETS information that is considered to be sensitive, the confidentiality aspect has to be considered from the potential impact at business level where this information is disclosed and the integrity aspect has to be considered from the potential impact at business level where this information is unwillingly modified, partially or totally destroyed.

The level of confidentiality of information and the level of integrity of an information system shall be rated following an assessment based on the criteria contained in section A.2. Those ratings allow the global sensitivity level of the information to be evaluated by means of the mapping table provided in section A.3.

A.2 – Confidentiality and Integrity rating**A.2.1 – ‘Low rating’**

A low rating shall be given to any information relating to the ETS the disclosure to unauthorised persons, and/or loss of integrity of which would cause moderate damage to the Parties or other institutions which, in turn, would be likely to:

- moderately affect political or diplomatic relations;
- cause local negative publicity to the image or reputation of the Parties or other institutions;
- cause embarrassment to individuals;
- affect staff morale/productivity;
- cause limited financial loss or, moderately facilitate improper gain or advantage for individuals or companies;
- moderately affect the effective development or operation of the Parties’ policies;
- moderately affect the proper management of the Parties and their operations.

A.2.2 – ‘Medium rating’

A medium rating shall be given to any information relating to the ETS the disclosure to unauthorised persons, and/or loss of integrity of which would cause damage to the Parties or other institutions which, in turn, would be likely to:

- cause embarrassment to political or diplomatic relations;
- cause damage to the image or reputation of the Parties or other institutions;
- cause distress to individuals;
- cause consequential reduction in staff morale/productivity;
- embarrass the Parties or other institutions in commercial or policy negotiations with others;
- cause financial loss or facilitate improper gain or advantage for individuals or companies;
- affect the investigation of crime;
- breach legal or contractual obligations on confidentiality of information;
- affect the development or operation of the Parties’ policies;
- affect the proper management of the Parties and their operations.

A.2.3 – ‘High rating’

A high rating shall be given to any information relating to the ETS the disclosure to unauthorised persons, and/or loss of integrity of which would cause catastrophic and/or unacceptable damage to the Parties or other institutions which, in turn, would be likely to:

- adversely affect diplomatic relations;
- cause substantial distress to individuals;
- make it more difficult to maintain the operational effectiveness or security of Parties or other contributors’ forces;
- cause financial loss or facilitate improper gain or advantage for individuals or companies;
- breach proper undertakings to maintain the confidentiality of information provided by third parties;
- breach statutory restrictions on disclosure of information;
- prejudice the investigation or facilitate the commission of crime;
- disadvantage the Parties in commercial or policy negotiations with others;
- impede the effective development or operation of the Parties’ policies;
- undermine the proper management of the Parties and their operations.

A.3 – ETS Sensitive information level assessment

Based on the ratings for Confidentiality and for Integrity pursuant to section A.2 and in accordance with the sensitivity levels pursuant to Annex III to this Agreement, the global information sensitivity level is established using the following mapping table:

Confidentiality rating Integrity rating	Low	Medium	High
Low	Marking EU: SENSITIVE: ETS Joint Procurement Marking CH: LIMITED: ETS	Marking EU/CH: SENSITIVE: ETS (or (*)) Marking EU: SENSITIVE: ETS Joint Procurement Marking CH: LIMITED: ETS)	Marking EU/CH: SPECIAL HANDLING: ETS Critical
Medium	Marking EU/CH: SENSITIVE: ETS (or (*)) Marking EU: SENSITIVE: ETS Joint Procurement Marking CH: LIMITED: ETS)	Marking EU/CH: SENSITIVE: ETS (or (*)) Marking EU/CH: SPECIAL HANDLING: ETS Critical)	Marking EU/CH: SPECIAL HANDLING: ETS Critical
High	Marking EU/CH: SPECIAL HANDLING: ETS Critical	Marking EU/CH: SPECIAL HANDLING: ETS Critical	Marking EU/CH: SPECIAL HANDLING: ETS Critical

(*) Possible variation to be assessed on a case-by-case basis.’

CORRIGENDA**Corrigendum to Commission Implementing Regulation (EU) 2023/1202 of 21 June 2023 amending Implementing Regulation (EU) 2021/2325 as regards the recognition of certain control authorities and control bodies for the purpose of importing organic products into the Union**

(Official Journal of the European Union L 159 of 22 June 2023)

On page 63, in point (1) of Annex I, in the amendments to the table in point 5 of the entry for 'INDIA' in Annex I to Implementing Regulation (EU) 2021/2325:

for: 'the rows for code numbers IN-ORG-002, IN-ORG-023, IN-ORG-027 and IN-ORG-034 are deleted;'

read: 'the rows for code numbers IN-ORG-002, IN-ORG-023 and IN-ORG-034 are deleted;'

**Corrigendum to Council Decision (CFSP) 2023/1598 of 28 July 2023 amending
Decision 2012/285/CFSP concerning restrictive measures in view of the situation in Guinea-Bissau**

(Official Journal of the European Union L 196 of 4 August 2023)

1. On the second cover page, in the table of contents, and on page 23, in the title:

for: '... of 28 July 2023 ...',

read: '... of 3 August 2023 ...'.

2. On page 24, in the concluding formula:

for: 'Done at Brussels, 28 July 2023.',

read: 'Done at Brussels, 3 August 2023.'.

Corrigendum to Council Regulation (EU) 2023/1593 of 28 July 2023 amending Regulation (EU) No 377/2012 concerning restrictive measures in view of the situation in Guinea-Bissau

(Official Journal of the European Union L 196 of 4 August 2023)

1. On the cover page, in the table of contents, and on page 1, in the title:

for: '... of 28 July 2023 ...',

read: '... of 3 August 2023 ...'.

2. On page 2, in the concluding formula:

for: 'Done at Brussels, 28 July 2023.',

read: 'Done at Brussels, 3 August 2023.'.

**Corrigendum to Commission Regulation (EC) No 2870/2000 of 19 December 2000 laying down
Community reference methods for the analysis of spirits drinks**

(Official Journal of the European Union L 333, 29 December 2000)

On page 37, in Chapter III (Determination of volatile substances and methanol of spirit drinks), Section III.2 (Gas chromatographic determination of volatile congeners: aldehydes, higher alcohols, ethyl acetate and methanol), point 5.4 (Reagents and materials) of the Annex:

for: '2-methylpropan-1-ol (CAS 78-33-1).',

read: '2-methylpropan-1-ol (CAS 78-83-1).'

ISSN 1977-0677 (electronic edition)
ISSN 1725-2555 (paper edition)



Publications Office
of the European Union
L-2985 Luxembourg
LUXEMBOURG

EN