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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.

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II

(Non-legislative acts)

DECISIONS

COMMISSION IMPLEMENTING DECISION (EU) 2021/973

of 1 June 2021

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 2019 and, for the passenger car manufacturer Dr Ing. h.c. F. Porsche AG and the Volkswagen pool, for the calendar years 2014 to 2018 pursuant to Regulation (EU) 2019/631 of the European Parliament and of the Council

(notified under document C(2021) 3682)

(Only the Czech, Dutch, English, Estonian, French, German, Hungarian, Italian 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 Regulation (EC) No 443/2009 and (EU) No 510/2011 ⁽¹⁾, and in particular the second subparagraph of Article 7(5) thereof,

Whereas:

- (1) In accordance with Regulation (EU) 2019/631, and, with regard to the specific emission targets and average specific emissions for the calendar year 2019, Regulations (EC) No 443/2009 ⁽²⁾ and (EU) No 510/2011 ⁽³⁾, the Commission is required to determine, each year, the average specific emissions of CO₂ and the specific emissions target for each manufacturer responsible for new passenger cars and light commercial vehicles registered in the Union, Iceland, Norway and the United Kingdom as well as for each pool of manufacturers. On that basis, the performance of manufacturers or pools of manufacturers in complying with their obligation to not exceed their respective specific emission targets is established.
- (2) The detailed data to be used for the calculation of the average specific emissions of CO₂ and the specific emissions targets for the calendar year 2019 is based on the reporting authorities' registrations of new passenger cars and new light commercial vehicles during that calendar year.
- (3) All countries submitted their 2019 data to the Commission, however, in some cases with some delays as compared to the reporting deadline of 28 February 2020. 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 submitted by that country was not adjusted.

⁽¹⁾ OJ L 111, 25.4.2019, p. 13.

⁽²⁾ Regulation (EC) No 443/2009 of the European Parliament and of the Council of 23 April 2009 setting emission performance standards for new passenger cars as part of the Community's integrated approach to reduce CO₂ emissions from light-duty vehicles (OJ L 140, 5.6.2009, p. 1).

⁽³⁾ Regulation (EU) No 510/2011 of the European Parliament and of the Council of 11 May 2011 setting emission performance standards for new light commercial vehicles as part of the Union's integrated approach to reduce CO₂ emissions from light-duty vehicles (OJ L 145, 31.5.2011, p. 1).

- (4) On 26 June 2020, the Commission published the provisional data and notified 91 manufacturers of passenger cars and 61 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 2019.
- (5) The provisional data notified by the Commission included the correction factors, both for passenger cars, calculated in accordance with Article 7(2) of Commission Implementing Regulation (EU) 2017/1153 ⁽⁴⁾ and for light commercial vehicles, calculated in accordance with Article 6(2) of Commission Implementing Regulation (EU) 2017/1152 ⁽⁵⁾. The determination of correction factors is part of the correlation procedures set up in order to reflect the change in the regulatory test procedure for the measurement of specific emissions of CO₂. They serve to ensure that procedural tolerances necessary for the correlation of the CO₂ emission values are applied as intended and not as a means to artificially lower those values.
- (6) A correction factor is calculated based on deviation and verification factors determined for a statistical sample of vehicles that should be representative of the manufacturer's fleet of new vehicles.
- (7) Manufacturers were asked to verify the provisional data in accordance with Article 8(4) of Regulation (EC) No 443/2009 and Article 8(5) of Regulation (EU) No 510/2011 and, in particular, the deviation and verification factors on the basis of which the correction factor is calculated, and to notify the Commission of any errors within three months of receipt of the notification. 56 manufacturers of passenger cars and 24 manufacturers of light commercial vehicle submitted a notification of errors. For one passenger car manufacturer, the applicability of a correction factor to their average specific emissions was confirmed. For one manufacturer of passenger cars and one manufacturer of light commercial vehicles, all vehicles reported in the provisional dataset were outside the scope of Regulation (EU) 2019/631.
- (8) For the remaining manufacturers of passenger cars and manufacturers of light commercial vehicles that did not notify any errors in the datasets or respond otherwise, the provisional data and provisional calculations of the average specific emissions and the specific emissions targets should be confirmed. For one of those manufacturers of light commercial vehicles a correction factor should be applied.
- (9) The Commission has verified the errors notified by the manufacturers and the reasons for their correction, and the provisional dataset has been confirmed or amended as appropriate. Only those records have been retained in the dataset that include the values for mass and CO₂ emissions. As a result, for 89 manufacturers of passenger cars and 58 manufacturers of light commercial vehicles the provisional data should be confirmed or amended.
- (10) In accordance with Articles 4 of Regulations (EC) No 443/2009 and (EU) No 510/2011, a manufacturer should be considered as compliant with its specific emissions target where its average specific emissions of CO₂ indicated in this Decision do not exceed its specific emissions target. For manufacturers which are members of a pool, compliance should be assessed at the level of the pool in accordance with Articles 7(7) of those Regulations.
- (11) Records with complete data on mass in running order and CO₂ emissions but with missing or incorrect vehicle identification numbers should be included in the calculation of the specific emission targets and the average specific emissions. However, the fact that manufacturers cannot verify or correct those records should be taken into account. Therefore, it is appropriate to apply an error margin when determining the distance to target of the manufacturers concerned.
- (12) That error margin is calculated as the difference between the distances between the average specific emissions and the specific emissions target calculated including and excluding all vehicle registrations that cannot be verified by the manufacturer. Regardless of whether that difference is positive or negative, the error margin is applied so that it always improves the manufacturer's position with regard to its specific emission target.

⁽⁴⁾ 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 regulatory test procedure and amending Implementing Regulation (EU) No 1014/2010 (OJ L 175, 7.7.2017, p. 679).

⁽⁵⁾ Commission Implementing Regulation (EU) 2017/1152 of 2 June 2017 setting out a methodology for determining the correlation parameters necessary for reflecting the change in regulatory test procedure with regard to light commercial vehicles and amending Implementing Regulation (EU) No 293/2012 (OJ L 175, 7.7.2017, p. 644).

- (13) Where, after taking into account the error margin, the distance to target of a manufacturer or a pool, as the case may be, is above zero, an excess emission premium is to be imposed in accordance with Article 8 of Regulation (EU) 2019/631. This is the case for four manufacturers of passenger cars: Automobili Lamborghini S.p.A., Bentley Motors Ltd, Maserati S.p.A. and Ssangyong Motor Company and for one manufacturer of light commercial vehicles Ssangyong Motor Company. The excess emission premium is to be calculated in accordance with Article 8(2) of Regulation (EU) 2019/631.
- (14) In accordance with Articles 2(4) of Regulations (EC) No 443/2009 and (EU) No 510/2011, manufacturers responsible for fewer than 1 000 new vehicle registrations in the calendar year are exempt from meeting a specific emission target. It is, however, appropriate to calculate and report their average specific emissions as well as the number of new vehicles registered.
- (15) Following a thorough investigation, satisfactory clarifications have been obtained from the passenger car manufacturer Dr Ing. h. c. F. Porsche AG on the basis of which the provisional data for the 2014 to 2019 calendar years have been amended for that manufacturer. Against that background, the provisional data for those calendar years should be considered confirmed for that manufacturer and for the Volkswagen pool it is a member of.
- (16) The Commission has, in accordance with Article 12 of Commission Implementing Regulation (EU) No 725/2011 ⁽⁶⁾, performed an ad hoc verification of CO₂ savings certified by reference to Commission Implementing Decision 2013/341/EU ⁽⁷⁾ and Commission Implementing Decision (EU) 2015/158 ⁽⁸⁾. The verification showed satisfactory results with regard to the CO₂ savings certified by reference to Implementing Decision 2013/341/EU. However, with regard to Implementing Decision (EU) 2015/158, a difference was found between the certified CO₂ savings of two efficient alternators fitted in vehicles manufactured by Daimler AG and those verified by the Commission of 9 % and 23 % respectively. The Commission notified Daimler AG of the deviations found and invited that manufacturer to provide evidence demonstrating the accuracy of the certified CO₂ savings.
- (17) Based on the information provided by Daimler AG, the Commission has found that the difference in savings was due to a difference in how the testing methodology was applied for the purposes of the certification and for the verification of the CO₂ savings. More precisely, a run-in of the efficient alternators was performed prior to the certification test, even though the testing methodology referred to in Implementing Decision (EU) 2015/158 neither prescribes nor allows a specific run-in of the efficient alternators to be performed outside the certification test.
- (18) It follows from Articles 12 of Regulations (EC) No 443/2009 and (EU) No 510/2011 that, in order for CO₂ savings from innovative technologies to be taken into account for the calculation of a manufacturer's specific average emissions in 2019, those savings must make a verified contribution to CO₂ reductions, in accordance with a testing methodology capable of producing verifiable, repeatable and comparable results. As the certified CO₂ savings of two efficient alternators in certain vehicles manufactured by Daimler AG have not been confirmed by the verification performed on the basis of the testing methodology referred to in Implementing Decision (EU) 2015/158, the certified CO₂ savings attributed to those eco-innovations, amounting to 0,102 g CO₂/km at the Daimler AG's fleet level, should not be taken into account for the calculation of that manufacturer's average specific emissions. On the same basis, the CO₂ savings attributed to those eco-innovations, amounting to 0,101 g CO₂/km at the Daimler AG pool's fleet level, should not be taken into account for the calculation of pool's average specific emissions.
- (19) 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 provided for the purpose of determining the manufacturer's compliance with the specific emissions target,

⁽⁶⁾ Commission Implementing Regulation (EU) No 725/2011 of 25 July 2011 establishing a procedure for the approval and certification of innovative technologies for reducing CO₂ emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council (OJ L 194, 26.7.2011, p. 19).

⁽⁷⁾ Commission Implementing Decision 2013/341/EU of 27 June 2013 on the approval of the Valeo Efficient Generation Alternator as an innovative technology for reducing CO₂ emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council (OJ L 179, 29.6.2013, p. 98).

⁽⁸⁾ Commission Implementing Decision (EU) 2015/158 of 30 January 2015 on the approval of two Robert Bosch GmbH high efficient alternators as the innovative technologies for reducing CO₂ emissions from passenger cars pursuant to Regulation (EC) No 443/2009 of the European Parliament and of the Council (OJ L 26, 31.1.2015, p. 31).

HAS ADOPTED THIS DECISION:

Article 1

1. The values relating to the performance of manufacturers of passenger cars in respect of the 2019 calendar year are specified in Annex I.
2. The values relating to the performance of manufacturers of light commercial vehicles in respect of the 2019 calendar year are specified in Annex II.
3. The values relating to the performance of Dr Ing. h.c. F. Porsche AG and the Volkswagen pool as manufacturers of passenger cars, in respect of the 2014 to 2017 calendar years are specified in Annex III and in respect of the 2018 calendar year are specified in Annex IV.

Article 2

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

- (1) ADAM OPEL GMBH
Bahnhofsplatz 1 IPC 39-13
65423 Rüsselsheim
Germany
- (2) ADIDOR VOITURES SAS
2/4 Rue Hans List
78290 Croissy-sur-Seine
France
- (3) ALFA ROMEO SPA
C.so Settembrini, 40
Gate 8 – Building 6 – 1st floor – B15N Colonna N47
10135 Torino
Italy
- (4) ALKE SRL
via Vigonovese 123
35127 Padova
Italy
- (5) ALPINA BURKARD BOVENSIEPEN GMBH E CO KG
Alpenstraße 35-37
86807 Buchloe
Germany
- (6) ANHUI JIANGHUAI AUTOMOBILE
Via Lanzo 27
10071 Borgaro Torinese
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
1 Avenue du Golf
78280 Guyancourt Cedex
France
- (12) AUTOMOBILES CITROEN
7, rue Henri Sainte-Claire Deville
92500 Rueil-Malmaison
France
- (13) AUTOMOBILES PEUGEOT
7, rue Henri Sainte-Claire Deville
92500 Rueil-Malmaison
France
- (14) AUTOMOBILI LAMBORGHINI SPA
via Modena 12
40019 Sant'Agata Bolognese (BO)
Italy
- (15) AVTOVAZ JSC
Represented in the Union by:
CS AUTOLADA
211 Konevova
130 00 Prague 3
Czech Republic
- (16) BAYERISCHE MOTOREN WERKE AG
Petuelring 130
80788 München
Germany
- (17) BEIJING BORGWARD AUTOMOTIVE CO LTD
Kriegsbergstraße 11
70174 Stuttgart
Germany

-
- (18) BENTLEY MOTORS LTD
Pyms Lane
CW1 3PL
Crewe Cheshire
United Kingdom
- (19) BLUECAR SAS
31-32 quai de Dion Bouton
92800 Puteaux
France
- (20) BMW M GMBH
Petuelring 130
80788 München
Germany
- (21) BMW Pool
Petuelring 130
80788 München
Germany
- (22) BUGATTI AUTOMOBILES SAS
Letter box 011/1882
38436 Wolfsburg
Germany
- (23) CATERHAM CARS LIMITED
2 Kennet Road
DA1 4QN Dartford
United Kingdom
- (24) CNG-TECHNIK GMBH
Niehl Plant, building, Imbert 479
Henry Ford Strasse 1
50735 Köln
Germany
- (25) DAIMLER AG
Building 120, Mercedesstrasse 120
70546 Stuttgart-Untertuerkheim
Germany
- (26) DAIMLER Pool (M1)
Represented in the Union by:
DAIMLER AG
Building 120, Mercedesstrasse 120
70546 Stuttgart-Untertuerkheim
Germany
- (27) DAIMLER Pool (N1)
Represented in the Union by:
DAIMLER AG
Building 120, Mercedesstrasse 120
70546 Stuttgart-Untertuerkheim
Germany

- (28) DFSK MOTOR CO LTD
Represented in the Union by:
Giotti Victoria Sr.l. Pisana Road, 11/a
50021 Barberino, Val D' Elsa (FI)
Italy
- (29) DONKERVOORT AUTOMOBIELEN BV
Pascallaan 96
8218 NJ Lelystad
The Netherlands
- (30) DR AUTOMOBILES SRL
Zona Industriale, Snc
86070 Macchia d'Isernia
Italy
- (31) DR ING HCF PORSCHE AG
Letter box 011/1882
38436 Wolfsburg
Germany
- (32) DR MOTOR COMPANY SRL
S S 85 Venafrana km 37500
86070 Macchia d'Isernia
Italy
- (33) E-GO MOBILE AG
AG Campus-Boulevard 30 D
52074 Aachen
Germany
- (34) FABBRICA DALLARA SRL
Via Guglielmo Marconi,18
43040 Varano de' Melegari (PR)
Italy
- (35) FCA ITALY SPA
C.so Settembrini, 40
Gate 8 – Building 6 – 1st floor – B15N Colonna N47
10135 Torino
Italy
- (36) FCA TESLA Pool
Represented in the Union by:
FCA Italy SpA
C.so Settembrini, 40
Gate 8 – Building 6 – 1st floor – B15N Colonna N47
10135 Torino
Italy

- (37) FCA US LLC
C.so Settembrini, 40
Gate 8 – Building 6 – 1st floor – B15N Colonna N47
10135 Torino
Italy
- (38) FIAT GROUP Pool (N1)
C.so Settembrini, 40
Gate 8 – Building 6 – 1st floor – B15N Colonna N47
10135 Torino
Italy
- (39) ESAGONO ENERGIA SRL
Via Puecher 9
20060 Pozzuolo Martesana (MI)
Italy
- (40) FERRARI SPA
Via Emilia Est 1163
41122 Modena
Italy
- (41) FORD INDIA PRIVATE LIMITED
Niehl Plant, building, Imbert 479
Henry Ford Strasse 1
50735 Köln
Germany
- (42) FORD MOTOR COMPANY
Niehl Plant, building, Imbert 479
Henry Ford Strasse 1
50735 Köln
Germany
- (43) FORD MOTOR COMPANY OF AUSTRALIA LIMITED
Niehl Plant, building, Imbert 479
Henry Ford Strasse 1
50735 Köln
Germany
- (44) FORD-WERKE GMBH
Niehl Plant, building, Imbert 479
Henry Ford Strasse 1
50735 Köln
Germany
- (45) FORD Pool (M1)
Represented in the Union by:
Ford-Werke Gmbh
Niehl Plant, building, Imbert 479
Henry Ford Strasse 1
50735 Köln
Germany

- (46) FORD Pool (N1)
Represented in the Union by:
Ford-Werke Gmbh
Niehl Plant, building, Imbert 479
Henry Ford Strasse 1
50735 Köln
Germany
- (47) FUSO
Represented in the Union by:
Daimler AG, Building 120, Mercedesstrasse 120
70546
Stuttgart-Untertuerkheim
Germany
- (48) GAZ
Poe 2
60502 Lähte Tartumaa
Estonia
- (49) GENERAL MOTORS HOLDINGS LLC
Bouwhuispad 1
8121 PX Olst
The Netherlands
- (50) GONOW AUTO CO LTD
Via della Muratella, 797
00054 Maccarese (RM)
Italy
- (51) GOUPIL INDUSTRIE SA
Route de Villeneuve
47320 Bourran
France
- (52) GREAT WALL MOTOR COMPANY LIMITED
Great Wall Motor Europe Technical Center
Otto-Hahn-Str. 5
63128 Dietzenbach
Germany
- (53) GUMPERT AIWAYS AUTOMOBILE GMBH
Carl-Hahn-Straße 5
85053 Ingolstadt
Germany
- (54) HONDA MOTOR CO LTD
Represented in the Union by:
Honda Motor Europe Ltd
Wijngaardveld 1 (Noord V)
9300 Aalst
Belgium

- (55) HONDA Pool
Represented in the Union by:
Honda Motor Europe Ltd
Wijngaardveld 1 (Noord V)
9300 Aalst
Belgium
- (56) HONDA OF THE UK MANUFACTURING LTD
Represented in the Union by:
Honda Motor Europe Ltd
Wijngaardveld 1 (Noord V)
9300 Aalst
Belgium
- (57) HYUNDAI ASSAN OTOMOTIV SANAYI VE TICARET AS
Represented in the Union by:
Hyundai Motor Europe Technical Centre GmbH
Hyundai Platz
65428 Russelsheim
Germany
- (58) HYUNDAI Pool (M1)
Represented in the Union by:
Hyundai Motor Europe Technical Centre GmbH
Hyundai Platz
65428 Russelsheim
Germany
- (59) HYUNDAI Pool (N1)
Represented in the Union by:
Hyundai Motor Europe Technical Centre GmbH
Hyundai Platz
65428 Russelsheim
Germany
- (60) HYUNDAI MOTOR COMPANY
Represented in the Union by:
Hyundai Motor Europe Technical Centre GmbH
Hyundai Platz
65428 Russelsheim
Germany
- (61) HYUNDAI MOTOR EUROPE GMBH
Represented in the Union by:
Hyundai Motor Europe Technical Centre GmbH
Hyundai Platz
65428 Russelsheim
Germany
- (62) HYUNDAI MOTOR MANUFACTURING CZECH SRO
Represented in the Union by:
Hyundai Motor Europe Technical Centre GmbH
Hyundai Platz
65428 Russelsheim
Germany

- (63) ISUZU MOTORS LIMITED
Bist 12
2630 Aartselaar
Belgium
- (64) IVECO SPA
Via Puglia 35
10156 Torino
Italy
- (65) 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
- (66) KIA Pool (M1)
Theodor-Heuss-Allee 11
60486 Frankfurt/M
Germany
- (67) KIA Pool (N1)
Theodor-Heuss-Allee 11
60486 Frankfurt/M
Germany
- (68) KIA MOTORS CORPORATION
Theodor-Heuss-Allee 11
60486 Frankfurt/M
Germany
- (69) KIA MOTORS SLOVAKIA SRO
Theodor-Heuss-Allee 11
60486 Frankfurt/M
Germany
- (70) KOENIGSEGG AUTOMOTIVE AB
Valhall Park
262 74 Angelholm
Sweden
- (71) KTM-SPORTMOTORCYCLE AG
Stallhofnerstrasse 3
5230 Mattighofen
Austria
- (72) LADA AUTOMOBILE GMBH
Erlengrund 7
21614 Buxtehude
Germany

- (73) LIGIER GROUP
Route d'Hauterive 105
3200 Abrest
France
- (74) LONDON EV COMPANY
Represented in the Union by:
Cina-Euro Vehicle Technology (CEVT), Theres Svenssons Gata 7
41755 Goteborg
Sweden
- (75) LOTUS CARS LIMITED
Represented in the Union by:
Cina-Euro Vehicle Technology (CEVT), Theres Svenssons Gata 7
41755 Goteborg
Sweden
- (76) MAGYAR SUZUKI CORPORATION LTD
Schweidel Jozsef U52
2500 Esztergom
Hungary
- (77) MAHINDRA & MAHINDRA LTD
Via Cancelliera 35
00072 Ariccia (Roma)
Italy
- (78) MAN TRUCK & BUS AG
Letter box 011/1882
38436 Wolfsburg
Germany
- (79) MARUTI SUZUKI INDIA LTD
Schweidel Jozsef U52
2500 Esztergom
Hungary
- (80) MASERATI SPA
Viale Ciro Menotti 322
41122 Modena
Italy
- (81) MAZDA MOTOR CORPORATION
European R & D Centre
Hiroshimastr. 1
61440 Oberursel/Taunus
Germany
- (82) MCLAREN AUTOMOTIVE LIMITED
Chertsey Road Woking
GU21 4YH Surrey
United Kingdom

- (83) MERCEDES-AMG GMBH
Represented in the Union by:
Daimler AG, Building 120, Mercedesstrasse 120
70546 Stuttgart-Untertuerkheim
Germany
- (84) MFTBC
F403, EA/R
70546 Stuttgart
Germany
- (85) MG MOTOR UK LIMITED
Represented in the Union by:
SAIC Motor Europe B.V.
Professor W.H. Keesomlaan 12
1183 Amstelveen
The Netherlands
- (86) MG SAIC Pool
Represented in the Union by:
SAIC MOTOR CORPORATION
Dyapason Building, rue Robert Stumper 4
L2557 Luxembourg -Cloche d'Or
Luxembourg
- (87) MITSUBISHI MOTORS Pool (M1)
Represented in the Union by:
Mitsubishi Motors Europe BV
Mitsubishi Avenue 21
6121 SH Born
The Netherlands
- (88) MITSUBISHI MOTORS Pool (N1)
Represented in the Union by:
Mitsubishi Motors Europe BV
Mitsubishi Avenue 21
6121 SH Born
The Netherlands
- (89) MITSUBISHI MOTORS CORPORATION MMC
Represented in the Union by:
Mitsubishi Motors Europe BV
Mitsubishi Avenue 21
6121 SH Born
The Netherlands
- (90) MITSUBISHI MOTORS THAILAND CO LTD MMTH
Represented in the Union by:
Mitsubishi Motors Europe BV
Mitsubishi Avenue 21
6121 SH Born
The Netherlands

-
- (91) MORGAN TECHNOLOGIES LTD
Pickersleigh Road Malvern Link
WR14 2LL Worcestershire
United Kingdom
- (92) NISSAN INTERNATIONAL SA
Renault Nissan Representation Office
Avenue des Arts 40
1040 Brussels
Belgium
- (93) OPEL AUTOMOBILE GMBH
Bahnhofplatz 1 IPC 39-13
65423 Rüsselsheim
Germany
- (94) PAGANI AUTOMOBILI SPA
Via dell' Artigianato 5
41018 San Cesario sul Panaro (Modena)
Italy
- (95) PIAGGIO & C SPA
Viale Rinaldo Piaggio, 25
56025 Pontedera (PI)
Italy
- (96) GROUPE PSA Pool (N1)
Route de Gisy
78943 Velizy-Villacoublay Cedex
France
- (97) PSA AUTOMOBILES SA
2-10 boulevard de l'Europe
78300 Poissy
France
- (98) PSA OPEL Pool (M1)
Route de Gisy
78943 Guyancourt Cedex
France
- (99) RENAULT Pool (M1)
1 avenue du Golf
78288 Guyancourt Cedex
France
- (100) RENAULT Pool (N1)
1 avenue du Golf
78288 Guyancourt Cedex
France

- (101) RENAULT SAS
1 avenue du Golf
78288 Guyancourt Cedex
France
- (102) RENAULT TRUCKS
99 Route de Lyon TER L10 0 01
69806 Saint Priest Cedex
France
- (103) ROLLS-ROYCE MOTOR CARS LTD
Petuelring 130
80788 München
Germany
- (104) ROMANITAL SRL
Via delle Industrie, 107
90040 Isola delle Femmine PA
Italy
- (105) SAIC MOTOR CORPORATION
Dyapason Building, rue Robert Stumper 4
L2557 Luxembourg Luxembourg -Cloche d'Or
Luxembourg
- (106) SAIC MAXUS AUTOMOTIVE CO LTD
Dyapason Building, rue Robert Stumper 4
L2557 Luxembourg Luxembourg -Cloche d'Or
Luxembourg
- (107) SEAT SA
Letter box 011/1882
38436 Wolfsburg
Germany
- (108) SECMA SAS
Rue Denfert Rochereau
59580 Aniche
France
- (109) SKODA AUTO AS
Letter box 011/1882
38436 Wolfsburg
Germany
- (110) SOCIETE DES AUTOMOBILES ALPINE
1 Avenue du Golf
78280 Guyancourt Cedex
France

- (111) SSANGYONG MOTOR COMPANY
SsangYong Motor Europe Office c/o Business center
Otto-Volger-Straße 15
65843 Sulzbach
Germany
- (112) STREETSCOOTER GMBH
Jülicher Straße 191
52070 Aachen
Germany
- (113) SUBARU CORPORATION
Leuvensesteenweg 555 B/8
1930 Zaventem
Belgium
- (114) SUZUKI MOTOR CORPORATION
Schweidel Jozsef U52
2500 Esztergom
Hungary
- (115) SUZUKI MOTOR THAILAND CO LTD
Schweidel Jozsef U52
2500 Esztergom
Hungary
- (116) SUZUKI Pool
Schweidel Jozsef U52
2500 Esztergom
Hungary
- (117) TATA JAGUAR LAND ROVER Pool
Represented in the Union by:
JLR Ireland (Services) Ltd, Software Engineering Centre,
Three Airport Avenue, Shannon Industrial Estate
V14 YH92 Shannon (Co. Clare)
Ireland
- (118) TECNO MECCANICA IMOLA SPA
Represented in the Union by:
Artega GmbH, Artegastraße 1
33129 Delbrück
Germany
- (119) TESLA MOTORS LTD
Represented in the Union by:
Tesla Motors Netherlands B.V.,
Burgemeester Stramanweg 122
1101 EN Amsterdam
The Netherlands

- (120) TOYOTA MAZDA Pool
Represented in the Union by:
Toyota Motor Europe Nv Sa
Avenue du Bourget 60
1140 Brussels
Belgium
- (121) TOYOTA MOTOR EUROPE NV SA
Avenue du Bourget 60
1140 Brussels
Belgium
- (122) UAZ
Moskovskoye shosse, 92
432034 Ulyanovsk
Russia
- (123) VOLKSWAGEN AG
Letter box 011/1882
38436 Wolfsburg
Germany
- (124) VOLKSWAGEN Pool (M1)
Represented in the Union by:
VW GROUP PC
Letter box 011/1882
38436 Wolfsburg
Germany
- (125) VOLKSWAGEN Pool (N1)
Represented in the Union by:
VOLKSWAGEN GROUP LCV
Letter box 011/1882
38436 Wolfsburg
Germany
- (126) VOLVO CAR CORPORATION
Regulatory Affairs Environment (Dep 58832)
PV3A1, PVE Reception, Assar Gabrielssons väg
40531 Göteborg
Sweden

Done at Brussels, 1 June 2021.

For the Commission
Frans TIMMERMANS
Executive Vice-President

ANNEX I

Table 1

Performance in the calendar year 2019 of individual manufacturers of passenger cars in accordance with Article 9 of Regulation (EU) 2019/631

A	B	C	D	E	F	G	H	I	J
Manufacturer name	Pools and derogations	Number of registrations	Average mass	Average specific emissions of CO ₂	Specific emissions target	Distance to target	CO ₂ savings from eco-innovations	Correction factor	Error margin
ADAM OPEL GMBH	P10	157	1 429,72	125,745	132,278	-7,394	0	1	0,861
ADIDOR VOITURES SAS	DMD	80	1 306,56	148,813			0	1	0
ALFA ROMEO SPA	P3	50 565	1 619,15	147,256	140,935	6,321	0,104	1	0
ALPINA BURKARD BOVENSIEPEN GMBH & CO	D	693	2 005,00	209,937	216,000	-6,063	0	1	0
ANHUI JIANGHUAI AUTOMOBILE	DMD	44	1 535,00	0,000			0	1	0
ASTON MARTIN LAGONDA LTD	D	2 435	1 853,53	253,756	295,000	-41,244	0	1	0
AUDI AG	P15	700 930	1 617,16	129,147	140,844	-11,697	0,005	1	0
AUDI HUNGARIA MOTOR	P15	5 810	1 441,57	154,874	132,819	22,055	0	1	0
AUDI SPORT GMBH	P15	11 467	1 707,81	209,024	144,986	64,038	0,001	1	0
AUTOMOBILE DACIA SA	P11	376 275	1 174,99	123,939	120,637	3,299	0,191	1	0,003
AUTOMOBILES CITROEN	P10	522 998	1 179,70	106,270	120,852	-14,583	0,202	1	0,001
AUTOMOBILES PEUGEOT	P10	866 936	1 276,15	107,758	125,260	-17,504	0,098	0,989	0,002
AUTOMOBILI LAMBORGHINI SPA	D	1 984	1 976,36	332,863	304,000	28,863	0	1	0
AVTOVAZ JSC	P11	3 790	1 310,36	193,965	126,823	67,142	0	1	0
BAYERISCHE MOTOREN WERKE AG	P1	985 804	1 612,74	123,773	140,642	-16,869	1,183	1	0
BEIJING BORGWARD AUTOMOTIVE CO LTD	DMD	7	1 854,00	233,000			0	1	0

A	B	C	D	E	F	G	H	I	J
Manufacturer name	Pools and derogations	Number of registrations	Average mass	Average specific emissions of CO ₂	Specific emissions target	Distance to target	CO ₂ savings from eco-innovations	Correction factor	Error margin
BENTLEYMOTORSLTD	D	2 976	2 439,99	269,276	264,000	5,276	0	1	0
BLUECAR SAS	DMD	166	1 515,20	0,000			0	1	0
BMW M GMBH	P1	16 906	1 792,57	222,790	148,860	73,930	0,020	1	0
BUGATTI AUTOMOBILES SAS	P15	22	2 070,00	516,000	161,538	354,462	0	1	0
BYD AUTO INDUSTRY COMPANY LIMITED	DMD	10	2 465,00	0,000			0	1	0
CATERHAM CARS LIMITED	DMD	140	675,36	173,671			0	1	0
CNG-TECHNIK GMBH	P4	1 464	1 707,50	103,509	144,972	-41,464	0	1	0,001
DAIMLER AG	P2	979 292	1 589,41	136,087	139,576	-3,491	0,651	1	0,002
DFSK MOTOR CO LTD	DMD	213	1 579,69	204,915			0	1	0
DONKervoort AUTOMOBIELEN BV	DMD	33	865,33	178,000			0	1	0
DR AUTOMOBILES SRL	D	2 056	1 400,96	152,654	155,000	-2,346	0,000	1	0
DR ING HCF PORSCHE AG	P15	72 980	1 908,92	185,561	154,177	31,381	1,03	1	0,003
DR MOTOR COMPANY SRL	D	1 805	1 170,35	147,143	150,000	-2,857	0	1	0
E-GO MOBILE AG	DMD	143	1 231,00	0,000			0	1	0
FABBRICA DALLARA SRL	DMD	25	1 013,20	217,960			0	1	0
FCA ITALY SPA	P3	667 266	1 186,83	123,324	121,178	2,146	0,437	1	0
FCA US LLC	P3	161 863	1 606,13	149,124	140,340	8,784	0,555	1	0
FERRARI SPA	D	3 380	1 709,04	279,654	286,000	-6,346	0	1	0
FORD INDIA PRIVATE LTD	P4	40 036	1 146,15	118,725	119,319	-0,594	0	1	0
FORD MOTOR COMPANY	P4	15 091	1 961,75	221,690	156,591	65,078	0	1	0,021
FORD MOTOR COMPANY OF AUSTRALIA LIMITED	P4	10	1 669,30	141,780	143,226	-1,850	0,120	1	0,404
FORD-WERKE GMBH	P4	922 360	1 465,58	129,851	133,916	-4,069	0,184	1	0,004
GENERAL MOTORS HOLDINGS LLC	D	2 634	1 803,16	252,016	265,000	-12,984	0,000	1	0

A	B	C	D	E	F	G	H	I	J
Manufacturer name	Pools and derogations	Number of registrations	Average mass	Average specific emissions of CO ₂	Specific emissions target	Distance to target	CO ₂ savings from eco-innovations	Correction factor	Error margin
GREAT WALL MOTOR COMPANY LIMITED	DMD	117	1 615,34	172,197			0	1	0
GUMPERT SPORTWAGEN MANUFAKTUR GMBH	DMD	1	1 825,00	0,000			0	1	0
HONDA MOTOR CO LTD	P5	116 781	1 397,63	124,926	130,811	-5,887	0,284	1	0,002
HONDA OF THE UK MANUFACTURING LTD	P5	199	1 639,23	139,136	141,852	-2,716	0	1	0
HYUNDAI ASSAN OTOMOTIV SANAYI VE TICARET AS	P6	152 644	1 065,20	122,259	115,619	6,637	0,002	1	0,003
HYUNDAI MOTOR COMPANY	P6	174 736	1 454,79	100,245	133,423	-33,186	0,084	1	0,008
HYUNDAI MOTOR EUROPE GMBH	P6	4 276	1 441,68	131,866	132,824	-0,958	0,130	1	0
HYUNDAI MOTOR MANUFACTURING CZECH	P6	220 684	1 478,97	144,380	134,528	9,850	0,081	1	0,002
ISUZU MOTORS LTD	DMD	1	1 980,00	183,000			0	1	0
JAGUAR LAND ROVER LIMITED	P13/ND	214 955	2 037,92	157,608	178,025	-20,417	0,124	1	0
KIA MOTORS CORPORATION	P7	324 405	1 304,13	114,743	126,538	-11,796	0,003	1	0,001
KIA MOTORS SLOVAKIA	P7	173 159	1 442,39	138,016	132,857	5,158	0,070	1	0,001
KOENIGSEGG AUTOMOTIVE AB	DMD	1	1 750,00	464,000			0	1	0
KTM SPORT MOTORCYCLE AG	DMD	1	875,00	202,000			0	1	0
LADA AUTOMOBILE GMBH	DMD	849	1 269,59	221,876			0	1	0
LONDON EV COMPANY	DMD	23	2 305,00	0,000			0	1	0
LOTUS CARS LIMITED	D	717	1 139,76	206,134	225,000	-18,866	0	1	0

A	B	C	D	E	F	G	H	I	J
Manufacturer name	Pools and derogations	Number of registrations	Average mass	Average specific emissions of CO ₂	Specific emissions target	Distance to target	CO ₂ savings from eco-innovations	Correction factor	Error margin
MAGYAR SUZUKI CORPORATION LTD	P12/ND	104 813	1 229,06	131,875	123,114	8,761	0	1	0
MAHINDRA & MAHINDRA LTD	D	1 083	1 293,97	141,099	165,000	-23,901	0	1	0
MARUTI SUZUKI INDIA LTD	P12/ND	9 692	965,43	106,144	123,114	-16,970	0	1	0
MASERATI SPA	D	5 127	2 129,93	239,733	237,000	2,733	0	1	0
MAZDA MOTOR CORPORATION	P14	247 405	1 373,75	134,727	129,720	5,007	0,507	1	0
MCLAREN AUTOMOTIVE LIMITED	D	1 061	1 513,62	257,573	260,000	-2,427	0	1	0
MERCEDES-AMG GMBH	P2	5 871	1 957,64	247,183	156,404	90,779	0	1	0
MG MOTOR UK LIMITED	P8/ND	13 038	1 330,02	134,160	140,101	-5,941	0	1	0
MITSUBISHI MOTORS CORPORATION MMC	P9	102 154	1 632,85	118,943	141,561	-22,618	0,071	1	0
MITSUBISHI MOTORS THAILAND CO LTD MMTH	P9	37 284	946,60	106,497	110,199	-3,702	0	1	0
MORGAN TECHNOLOGIES LTD	DMD	372	1 071,13	202,067			0	1	0
NISSAN INTERNATIONAL SA		391 479	1 390,41	114,270	130,481	-16,213	0,068	1	0,002
OPEL AUTOMOBILE GMBH	P10	790 982	1 296,67	126,017	126,197	-0,182	0,123	1	0,002
PAGANI AUTOMOBILI SPA	DMD	10	1 491,00	343,000			0	1	0
PIAGGIO & C SPA	DMD	1	1 010,00	150,000			0	1	0
PSA AUTOMOBILES SA	P10	326 474	1 460,47	114,078	133,683	-19,605	0,193	1	0
RENAULT SAS	P11	1 269 109	1 336,75	116,048	128,029	-11,983	0,160	1	0,002
RENAULT TRUCKS	DMD	91	2 523,97	191,385			0	1	0
ROLLS-ROYCE MOTOR CARS LTD	P1	694	2 640,71	345,931	187,620	158,311	0	1	0

A	B	C	D	E	F	G	H	I	J
Manufacturer name	Pools and derogations	Number of registrations	Average mass	Average specific emissions of CO ₂	Specific emissions target	Distance to target	CO ₂ savings from eco-innovations	Correction factor	Error margin
SAIC MOTOR CORPORATION LTD	P8/ND	1 064	1 606,23	0,000	140,101	-140,101	0	1	0
SEAT SA	P15	491 073	1 318,68	119,525	127,203	-7,680	0,006	1	0,002
SECMA SAS	DMD	88	666,18	131,727			0	1	0
SKODA AUTO AS	P15	726 643	1 357,31	119,019	128,969	-9,951	0,196	1	0,001
SOCIETE DES AUTOMOBILES ALPINE	P11	3 919	1 170,18	144,043	120,417	23,626	0	1	0
SSANGYONG MOTOR COMPANY	ND	12 765	1 619,46	171,517	167,573	3,944	0	1	0
SUBARU CORPORATION	ND	27 450	1 598,21	162,300	164,616	-2,316	0,172	1	0
SUZUKI MOTOR CORPORATION	P12/ND	128 106	993,52	115,085	123,114	-8,029	0,146	1	0
SUZUKI MOTOR THAILAND CO LTD	P12/ND	11 405	892,85	91,915	123,114	-31,199	0	1	0
TECNO MECCANICA IMOLA SPA	DMD	4	712,00	0,000			0	1	0
TESLA INC	P3	104 354	1 950,74	0,000	156,088	-156,088	0	1	0
TOYOTA MOTOR EUROPE NV SA	P14	788 030	1 352,78	99,595	128,762	-29,170	0,138	1	0,003
VOLKSWAGEN AG	P15	1 713 273	1 435,42	121,797	132,538	-10,742	0,006	1	0,001
VOLVO CAR CORPORATION		326 205	1 779,44	131,927	148,260	-16,335	0	1	0,002

Table 2

Performance in the calendar year 2019 of pools of manufacturers of passenger cars in accordance with Article 9 of Regulation (EU) 2019/631

A	B	C	D	E	F	G	H	I	J
Pool name	Pools and derogations	Number of registrations	Average mass	Average specific emissions of CO ₂	Specific emissions target	Distance to target	CO ₂ savings from eco-innovations	Correction factor	Error margin
BMW GROUP	P1	1 003 404	1 616,48	125,595	140,813	-15,218	1,163	1	0
DAIMLER AG	P2	985 163	1 591,60	136,749	139,676	-2,929	0,647	1	0,002
FCA-TESLA	P3	984 048	1 359,02	115,719	129,047	-13,328	0,393	1	0
FORD-WERKE GMBH	P4	978 961	1 460,53	130,773	133,686	-2,915	0,172	1	0,002
HONDA MOTOR EUROPE LTD	P5	116 980	1 398,05	124,950	130,830	-5,881	0,283	1	0,001
HYUNDAI	P6	552 340	1 356,68	124,208	128,940	-4,737	0,060	1	0,005
KIA	P7	497 564	1 352,24	122,842	128,737	-5,896	0,027	1	0,001
MG-SAIC	P8/ND	14 102	1 350,86	124,037	140,101	-16,064	0,000	1	0
MITSUBISHI MOTORS	P9	139 438	1 449,35	115,615	133,175	-17,560	0,052	1	0
PSA-OPEL	P10	2 507 547	1 286,51	113,874	125,733	-11,860	0,140	0,995	0,001
RENAULT	P11	1 653 093	1 299,47	118,089	126,325	-8,239	0,167	1	0,003
SUZUKI POOL	P12/ND	254 016	1 085,12	120,632	123,114	-2,482	0,073	1	0
TATA MOTORS JAGUAR LAND ROVER	P13/ND	214 955	2 037,92	157,608	178,025	-20,417	0,124	1	0
TOYOTA-MAZDA	P14	1 035 435	1 357,79	107,990	128,990	-21,001	0,226	1	0,001
VW GROUP PC	P15	3 722 198	1 449,13	123,912	133,165	-9,253	0,063	1	0

Explanatory notes to Tables 1 and 2:

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 Member State.

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 2019 (small volume manufacturer);

'ND' means that a derogation has been granted in accordance with Article 10(4) of Regulation (EU) 2019/631 for the calendar year 2019 (niche manufacturer);

'DMD' means that a *de minimis* 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 2019;

'P' means that the manufacturer is a member of a pool (whose number is listed in column B of Table 2) formed pursuant to Article 6 of Regulation (EU) 2019/631 and the pooling agreement is valid for the calendar year 2019.

Column C:

'Number of registrations' means the total number of new passenger cars registered in the European Union, Iceland, Norway and the United Kingdom in the calendar year 2019 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 all new passenger cars registered in the European Union, Iceland, Norway and the United Kingdom in the calendar year 2019 for which the manufacturer (Table 1) or the members of the pool (Table 2) are responsible.

Column E:

'Average specific emissions of CO₂' (g CO₂/km) means the average specific emissions of CO₂ of all new passenger cars registered in the European Union, Iceland, Norway and the United Kingdom in the calendar year 2019 for which the manufacturer (Table 1) or the members of the pool (Table 2) are responsible. In calculating the average specific emissions of CO₂ account has been taken of the following, where applicable:

- CO₂ emission savings resulting from the use of innovative technologies referred to in Article 11 of Regulation (EU) 2019/631 (Column H);
- the correction factor referred to in Article 7(2) of Implementing Regulation (EU) 2017/1153 (Column I).

Column F:

'Specific emissions target' (g CO₂/km) means the specific emissions target of the manufacturer (Table 1) or the pool (Table 2) calculated in accordance with Annex I to Regulation (EC) No 443/2009 and with M₀ being 1 379,88 or the derogation target granted pursuant to Article 10 of Regulation (EU) 2019/631. Where the manufacturer benefits from an exemption pursuant to Article 2(4) of Regulation (EU) 2019/631, no specific emissions target is specified.

Column G:

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

Where the value in column G is greater than zero, this means that the specific emissions target has been exceeded.

For a manufacturer, which is member of a pool, compliance with the specific emissions target is assessed 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 average specific emissions of CO₂ listed in column E, resulting from the use of innovative technologies that make a verified contribution to CO₂ reductions and that have been approved by the Commission in accordance with Article 11 of Regulation (EU) 2019/631.

Column I:

'Correction factor' means the correction factor calculated in accordance with Article 7(2) of Implementing Regulation (EU) 2017/1153, which was used in calculating the average specific emissions of CO₂ of the manufacturer (Table 1) or the pool (Table 2).

Column J:

'Error margin' (g CO₂/km) means the value by which the difference between the 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 (Table 2) with the error code B as set out in Article 9(3) of Commission Regulation (EU) No 1014/2010.

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

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

AC1 = 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 = average specific emissions of CO₂ excluding the records with error code B;

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

ANNEX II

Table 1

Performance in the calendar year 2019 of individual manufacturers of light commercial vehicles in accordance with Article 9 of Regulation (EU) 2019/631

A	B	C	D	E	F	G	H	I	J
Manufacturer name	Pools and derogations	Number of registrations	Average mass	Average specific emissions of CO ₂	Specific emissions target	Distance to target	CO ₂ savings from eco-innovations	Correction factor	Error margin
ALKE SRL	DMD	79	1 126,25	0,000			0	1	0
AUDI AG	P9	58	1 789,91	141,121	177,186	-36,065	0	1	0
AUTOMOBILES CITROEN	P4	86 840	1 837,92	146,890	181,651	-34,766	0	1	0,005
AUTOMOBILES PEUGEOT	P4	127 067	1 835,38	144,299	181,415	-37,117	0	0,989	0,001
AVTOVAZ JSC	P8	485	1 266,48	225,196	128,507	96,689	0	1	0
BLUECAR SAS	DMD	1	1 325,00	0,000			0	1	0
BAYERISCHE MOTOREN WERKE AG	DMD	126	1 856,60	152,563			0	1	0
BMW M GMBH	DMD	25	2 152,00	185,800			0	1	0
FCA US LLC	P2	14	1 813,00	184,214	179,334	4,880	0	1	0
AUTOMOBILE DACIA SA	P8	30 094	1 280,25	123,333	129,788	-6,457	0,014	1	0,002
DAIMLER AG	P1	161 818	2 178,12	189,555	213,290	-23,735	0	1	0
DFSK MOTOR CO LTD	DMD	609	1 275,99	186,250			0	1	0
ESAGONO ENERGIA SRL	DMD	10	1 251,00	0,000			0	1	0
FCA ITALY SPA	P2	144 440	1 704,35	156,733	169,229	-12,496	0,071	1	0
FORD MOTOR COMPANY OF AUSTRALIA LIMITED	P3	44 568	2 318,03	215,475	226,302	-10,828	0	1	0,001
FORD MOTOR COMPANY	P3	273	2 238,98	207,729	218,950	-11,221	0	1	0
FORD-WERKE GMBH	P3	249 687	1 992,16	161,856	195,996	-34,141	0	1	0,001
MITSUBISHI FUSO TRUCK & BUS CORPORATION	P1	561	2 177,34	179,891	213,217	-33,326	0	1	0
LLC AUTOMOBILE PLANT GAZ	DMD	1	2 326,00	295,000			0	1	0

A	B	C	D	E	F	G	H	I	J
Manufacturer name	Pools and derogations	Number of registrations	Average mass	Average specific emissions of CO ₂	Specific emissions target	Distance to target	CO ₂ savings from eco-innovations	Correction factor	Error margin
GENERAL MOTORS HOLDINGS LLC	DMD	1	2 458,00	347,000	239,319	107,681	0	1	0
GONOW AUTO CO LTD	DMD	2	1 017,50	146,000			0	1	0
GOUPIL INDUSTRIE SA	DMD	825	1 045,14	0,000			0	1	0
GREAT WALL MOTOR COMPANY LIMITED	DMD	450	1 953,45	236,613			0	1	0
HONDA MOTOR CO LTD	DMD	5	1 367,20	121,000			0	1	0
HYUNDAI MOTOR CO	P5	1 494	2 150,45	200,862	210,717	-9,855	0	1	0
HYUNDAI ASSAN OTOMOTIV SANAYI VE	P5	116	1 043,24	119,655	107,746	11,909	0	1	0
HYUNDAI MOTOR MANUFACTURING CZECH	P5	26	1 484,55	113,654	148,788	-35,134	0	1	0
ISUZU MOTORS LIMITED		13 799	2 089,91	198,709	205,086	-6,377	0	1	0
IVECO SPA		19 424	2 475,23	204,585	240,921	-36,357	0	1	0,021
JAGUAR LAND ROVER LIMITED		1 868	2 404,69	200,841	234,361	-33,520	0	1	0
KIA MOTORS CORPORATION	P6	946	1 488,49	121,285	149,154	-27,869	0	1	0
KIA MOTORS SLOVAKIA SRO	P6	47	1 539,28	116,532	153,878	-37,346	0	1	0
LIGIER GROUP	DMD	23	709,91	0,000			0	1	0
MAHINDRA & MAHINDRA LTD	DMD	67	2 193,28	229,179			0	1	0
MAN TRUCK & BUS AG	P9	8 940	2 187,02	203,763	214,118	-10,355	0	1	0
MAZDA MOTOR CORPORATION	DMD	68	1 516,29	138,044			0	1	0
MFTBC	P1	93	2 548,69	230,957	247,753	-16,796	0	1	0
MITSUBISHI MOTORS CORPORATION MMC	P7	94	1 820,91	149,606	180,069	-30,463	0	1	0

A	B	C	D	E	F	G	H	I	J
Manufacturer name	Pools and derogations	Number of registrations	Average mass	Average specific emissions of CO ₂	Specific emissions target	Distance to target	CO ₂ savings from eco-innovations	Correction factor	Error margin
mitsubishi motors thailand co ltd mmth	P7	8 350	1 997,93	190,006	196,532	-6,526	0,351	1	0
NISSAN INTERNATIONAL SA		45 711	1 929,57	153,616	190,175	-36,563	0,007	1	0,004
ADAM OPEL GMBH		1 056	1 478,36	138,215	148,212	-10,173	0	1	0,176
OPEL AUTOMOBILE GMBH	P4	75 029	1 770,28	148,538	175,361	-26,826	0	1	0,003
PIAGGIO & C SPA	D	3801	1 116,57	149,661	153,000	-3,339	0	1,009	0
DR ING HCF PORSCHE AG	P9	1	1 845,00	167,000	182,31	-15,310	0	1	0
PSA AUTOMOBILES SA	P4	141 824	1 422,07	112,468	142,977	-30,510	0,001	1	0,001
RENAULT SAS	P8	238 613	1 726,86	146,292	171,323	-25,031	0,039	1	0
RENAULT TRUCKS		8 671	2 335,29	208,500	227,907	-19,407	0,040	1	0
ROMANITAL SRL	DMD	71	1 278,07	155,000			0	1	0
SAIC MAXUS AUTOMOTIVE CO LTD	DMD	517	2 370,64	152,673			0	1	0
SEAT SA	P9	153	1 212,85	110,784	123,520	-12,736	0	1	0
SKODA AUTO AS	P9	121	1 249,50	108,959	126,928	-17,969	0	1	0
SSANGYONG MOTOR COMPANY		1 169	2 161,31	217,170	211,727	5,443	0	1	0
STREETSCOOTER GMBH		1 987	1 667,23	0,000	165,777	-165,777	0	1	0
SUBARU CORPORATION	DMD	16	1 608,94	163,875			0	1	0
TOYOTA MOTOR EUROPE NV SA		41 250	1 976,92	165,288	194,578	-29,297	0	1	0,007
UAZ	DMD	3	2 071,67	233,000			0	1	0
VOLKSWAGEN AG	P9	200 501	1 952,13	171,208	192,273	-21,208	0	1	0,143
VOLVO CAR CORPORATION	DMD	878	1 715,45	129,105			0	1	0

Table 2

Performance in the calendar year 2019 of pools of manufacturers of light commercial vehicles in accordance with Article 9 of Regulation (EU) 2019/631

A	B	C	D	E	F	G	H	I	J
Pool name	Pools and derogations	Number of registrations	Average mass	Average specific emissions of CO ₂	Specific emissions target	Distance to target	CO ₂ savings from eco-innovations	Correction factor	Error margin
DAIMLER	P1	162 472	2 178,33	189,545	213,309	-23,764	0	1,000	0
FCA ITALY SPA	P2	144 454	1 704,36	156,736	169,230	-12,494	0,071	1,000	0
FORD-WERKE GMBH	P3	294 528	2 041,70	170,012	200,603	-30,591	0	1,000	0
GROUPE PSA	P4	430 760	1 688,48	135,689	167,753	-32,064	0	1,001	0
HYUNDAI	P5	1 636	2 061,36	193,718	202,431	-8,713	0	1,000	0
KIA	P6	993	1 490,89	121,060	149,378	-28,318	0	1,000	0
MITSUBISHI MOTORS	P7	8444	1 995,96	189,556	196,349	-6,793	0,347	1,000	0
RENAULT	P8	269 192	1 676,10	143,867	166,602	-22,736	0,037	1,000	0,001
VOLKSWAGEN GROUP LCV	P9	209 774	1 961,15	172,507	193,112	-20,736	0	1,000	0,131

Explanatory notes to Tables 1 and 2:

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 Member State.

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 2019 (small volume manufacturer);

'DMD' means that a *de minimis* 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 2019;

'P' means that the manufacturer is a member of a pool (whose number is listed in column B of Table 2) formed pursuant to Article 6 of Regulation (EU) 2019/631 and the pooling agreement is valid for the calendar year 2019.

Column C:

'Number of registrations' means the total number of new light commercial vehicles registered in the European Union, Iceland, Norway and the United Kingdom in the calendar year 2019 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 all new light commercial vehicles registered in the European Union, Iceland, Norway and the United Kingdom in the calendar year 2019 for which the manufacturer (Table 1) or the members of the pool (Table 2) are responsible.

Column E:

'Average specific emissions of CO₂' (g CO₂/km) means the average specific emissions of CO₂ of all new light commercial vehicles registered in the European Union, Iceland, Norway and the United Kingdom in the calendar year 2019 for which the manufacturer (Table 1) or the members of the pool (Table 2) are responsible. In calculating the average specific emissions of CO₂ account has been taken, where applicable, of the CO₂ emission savings resulting from the use of innovative technologies referred to in Article 11 of Regulation (EU) 2019/631 (Column H).

Column F:

'Specific emissions target' (g CO₂/km) means the specific emissions target of the manufacturer (Table 1) or the pool (Table 2) calculated in accordance with Annex I to Regulation (EC) No 510/2011 and with M₀ being 1 766,4 or the derogation target granted pursuant to Article 10 of Regulation (EU) 2019/631. Where the manufacturer benefits from an exemption pursuant to Article 2(4), no specific emissions target is specified.

Column G:

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

Where the value in column G is greater than zero, this means that the specific emissions target has been exceeded.

For a manufacturer, which is member of a pool, compliance with the specific emissions target is assessed 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 average specific emissions of CO₂ listed in column E, resulting from the use of innovative technologies that make a verified contribution to CO₂ reductions and that have been approved by the Commission in accordance with Article 11 of Regulation (EU) 2019/631.

Column I:

'Correction factor' means the correction factor calculated in accordance with Article 6(2) of Implementing Regulation (EU) 2017/1152, which was used in calculating the average specific emissions of CO₂ of the manufacturer (Table 1) or the pool (Table 2).

Column J:

'Error margin' (g CO₂/km) means the value by which the difference between the 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 (Table 2) with the error code B as set out in Article 10a(1) of Commission Regulation (EU) No 293/2012.

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

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

AC1 = 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 = average specific emissions of CO₂ excluding the records with error code B;

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

ANNEX III

Table 1

Values relating to the performance of the passenger car manufacturer Dr Ing. h.c. F. Porsche AG and the Volkswagen pool confirmed or amended in accordance with the second subparagraph of Article 8(5) of Regulation (EC) No 443/2009 for calendar year 2017

A	B	C	D	E	F	G	H	I
Manufacturer and pool name	Pools and derogations	Number of registrations	Average specific emissions of CO ₂ (100 %)	Specific emissions target	Distance to target	Distance to target adjusted	Average mass	Average CO ₂ emissions (100 %)
DR ING HCF PORSCHE AG	P13	67 186	176,097	152,765	23,332	23,319	1 890,53	176,217
VW GROUP PC Pool	P13	3 540 815	121,492	131,161	-9,669	-9,693	1 417,81	121,499

Table 2

Values relating to the performance of the passenger car manufacturer Dr Ing. h.c. F. Porsche AG and the Volkswagen pool confirmed or amended in accordance with the second subparagraph of Article 8(5) of Regulation (EC) No 443/2009 for calendar year 2016

A	B	C	D	E	F	G	H	I
Manufacturer and pool name	Pools and derogations	Number of registrations	Average specific emissions of CO ₂ (100 %)	Specific emissions target	Distance to target	Distance to target adjusted	Average mass	Average CO ₂ emissions (100 %)
DR ING HCF PORSCHE AG	P14	67 643	185,198	152,535	32,663	32,608	1 885,51	185,293
VW GROUP PC Pool	P14	3 489 798	120,154	131,039	-10,885	-10,983	1 415,14	120,156

Table 3

Values relating to the performance of the passenger car manufacturer Dr Ing. h.c. F. Porsche AG and the Volkswagen pool confirmed or amended in accordance with the second subparagraph of Article 8(5) of Regulation (EC) No 443/2009 for calendar year 2015

A	B	C	D	E	F	G	H	I
Manufacturer and pool name	Pools and derogations	Number of registrations	Average specific emissions of CO ₂ (100 %)	Specific emissions target	Distance to target	Distance to target adjusted	Average mass	Average CO ₂ emissions (100 %)
DR ING HCF PORSCHE AG	P14	64 611	184,397	154,253	30,144	30,144	1 902,70	184,399
VW GROUP PC Pool	P14	3 374 412	120,865	131,713	-10,848	-10,848	1 409,49	121,283

Table 4

Values relating to the performance of the passenger car manufacturer Dr Ing. h.c. F. Porsche AG and the Volkswagen pool confirmed or amended in accordance with the second subparagraph of Article 8(5) of Regulation (EC) No 443/2009 for calendar year 2014

A	B	C	D	E	F	G	H	I
Manufacturer and pool name	Pools and derogations	Number of registrations	Average CO ₂ (80 %) corrected	Specific emissions target	Distance to target	Distance to target adjusted	Average mass	Average CO ₂ emissions (100 %)
DR ING HCF PORSCHE AG	P12	51 090	182,036	151,881	30,155	29,934	1 850,80	192,942
VW GROUP PC Pool	P12	3 159 777	115,087	131,172	-16,085	-16,191	1 397,65	125,800

Explanatory notes to Tables 1, 2, 3, 4:

Column A:

‘Manufacturer and pool name’ means the name of the manufacturer or of the pool as notified to the Commission by the manufacturer concerned or, where no such notification has taken place, the name registered by the registration authority of the Member State.

Column B:

The manufacturer Dr Ing. h.c. F. Porsche AG is a member of the VW GROUP PC pool (P12, P13 or P14) formed pursuant to Article 7 of Regulation (EC) No 443/2009 and the pooling agreement is valid for the calendar years 2014, 2015, 2016 and 2017.

Column C:

'Number of registrations' means the total number of new cars registered by Member States in a calendar year, not counting those registrations that relate to records where the values for mass and/or CO₂ are missing and those records which the manufacturer does not recognise.

Column D:

Tables 1, 2 and 3: 'Average specific emissions of CO₂ (100 %)' means the average specific emissions of CO₂ (g CO₂/km) that have been calculated on the basis of 100 % of the vehicles attributed to the manufacturer. Where appropriate, the average specific emissions of CO₂ take into account the errors notified to the Commission by the manufacturer concerned. The records used for the calculation includes those that contain a valid value for mass and CO₂ emissions. The average specific emissions of CO₂ include emission reductions resulting from the use of innovative technologies referred to in Article 12 of Regulation (EC) No 443/2009, and in Tables 3 and 4 the emission reductions resulting from the provisions on super credits in Article 5 of Regulation (EC) No 443/2009 and the use of E85 in accordance with Article 6 of that Regulation.

Table 4: 'Average CO₂ (80 %) corrected' means the average specific emissions of CO₂ that have been calculated on the basis of the 80 % lowest emitting vehicles in the manufacturer's fleet in accordance with the third indent of the second paragraph of Article 4 of Regulation (EC) No 443/2009 and point 4 of Commission Communication COM(2010) 657 final ⁽¹⁾.

Column E:

'Specific emissions target' means the emissions target calculated on the basis of the average mass of all vehicles attributed to a manufacturer applying the formula set out in Annex I to Regulation (EC) No 443/2009.

Column F:

'Distance to target' means the difference between the average specific emissions of CO₂ specified in column D and the specific emissions target in column E.

Column G:

'Distance to target adjusted' means that where the values in this column are different from those in column F, the values in that column have been adjusted to take into account an error margin. The error margin only applies if the manufacturer has notified the Commission of records with the error code B as set out in Article 9(3) of Regulation (EU) No 1014/2010. The error margin is calculated in accordance with the following formula:

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

AC1 = the average specific emissions of CO₂ including the unidentifiable vehicles (as set out in column D);

TG1 = the specific emissions target including the unidentifiable vehicles (as set out in column E);

AC2 = the average specific emissions of CO₂ excluding the unidentifiable vehicles;

TG2 = the specific emissions target excluding the unidentifiable vehicles.

Column H:

'Average mass' means the average of the mass in running order (kilogrammes) of the vehicles attributed to the manufacturer.

⁽¹⁾ Communication from the Commission of 10 November 2010 on the monitoring of data on the registration of new passenger cars (COM(2010) 657 final).

Column I:

Tables 1, 2, 3 and 4: 'Average CO₂ emissions (100 %)' means the average specific emissions of CO₂ that have been calculated on the basis of 100 % of the vehicles attributed to the manufacturer. Where appropriate, the average specific emissions of CO₂ take into account the errors notified to the Commission by the manufacturer concerned. The records used for the calculation include those that contain a valid value for mass and CO₂ emission but exclude emission reductions resulting from innovative technologies referred to in Article 12 of Regulation (EC) No 443/2009. For the calendar years 2014 and 2015 (Tables 3 and 4) the emission reductions resulting from the provisions on super-credits in Article 5 of Regulation (EU) No 443/2009 and on the use of E85 in Article 6 of that Regulation are also excluded from the calculation.

ANNEX IV

Table 1

Values relating to the performance of the passenger car manufacturer Dr Ing. h.c. F. Porsche AG and the Volkswagen pool confirmed or amended in accordance with the second subparagraph of Article 8(5) of Regulation (EC) No 443/2009 for calendar year 2018

A	B	C	D	E	F	G	H	I	J
Manufacturer and pool name	Pools and derogations	Number of registrations	Average mass	Average specific emissions of CO ₂	Specific emissions target	Distance to target	CO ₂ savings from eco-innovations	Correction factor	Error margin
DR ING HCF PORSCHE AG	P14	63 874	1 855,42	181,978	151,160	30,818	0,144	1,000	0,000
VW GROUP PC Pool	P14	3 548 716	1 414,82	121,851	131,025	-9,174	0,017	1,000	0,000

Explanatory note to Table 1:

Column A:

'Manufacturer and pool name' means the name of the manufacturer or of the pool as notified to the Commission by the manufacturer or pool concerned or, where no such notification has taken place, the name registered by the registration authority of the country.

Column B:

The manufacturer Dr Ing. h.c. F. Porsche AG is a member of the VW GROUP PC pool (P14) formed pursuant to Article 7 of Regulation (EC) No 443/2009 and the pooling agreement is valid for the calendar year 2018.

Column C:

'Number of registrations' means the total number of new passenger cars registered in the European Union and Iceland in the calendar year 2018 for which the manufacturer or the members of the pool are responsible.

Column D:

'Average mass' (kg) means the average of the mass in running order of all new passenger cars registered in the European Union and Iceland in the calendar year 2018 for which the manufacturer or the members of the pool are responsible.

Column E:

'Average specific emissions of CO₂' (g CO₂/km) means the average specific emissions of CO₂ of all new passenger cars registered in the European Union and Iceland in the calendar year 2018 for which the manufacturer or the members of the pool are responsible. In calculating the average specific emissions of CO₂, account has been taken of the following, where applicable:

- CO₂ emission savings resulting from the use of innovative technologies referred to in Article 12 of Regulation (EC) No 443/2009 (Column H);
- the correction factor referred to in Article 7(2) of Implementing Regulation (EU) 2017/1153 (Column I).

Column F:

'Specific emissions target' (g CO₂/km) means the specific emissions target of the manufacturer or the pool calculated in accordance with Annex I to Regulation (EC) No 443/2009 and with M₀ being 1 392,4.

Column G:

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

Where the value in column G is greater than zero, this means that the specific emissions target has been exceeded.

For a manufacturer, which is member of a pool, compliance with the specific emissions target is assessed 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 average specific emissions of CO₂ listed in column E, resulting from the use of innovative technologies that make a verified contribution to CO₂ reductions and that have been approved by the Commission in accordance with Article 12 of Regulation (EC) No 443/2009.

Column I:

'Correction factor' means the correction factor calculated in accordance with Article 7(2) of Implementing Regulation (EU) 2017/1153, which was used in calculating the average specific emissions of CO₂ of the manufacturer or the pool.

Column J:

'Error margin' (g CO₂/km) means the value by which the difference between the 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 or the pool with the error code B as set out in Article 9(3) of Commission Regulation (EU) No 1014/2010.

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

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

AC1 = average specific emissions of CO₂ including the records with error code B;

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

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

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

COMMISSION IMPLEMENTING DECISION (EU) 2021/974**of 9 June 2021****approving the amended national programmes to improve the production and marketing of apiculture products submitted by the Member States under Regulation (EU) No 1308/2013 of the European Parliament and of the Council***(notified under document C(2021) 4021)*

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU) No 1308/2013 of the European Parliament and of the Council of 17 December 2013 establishing a common organisation of the markets in agricultural products and repealing Council Regulations (EEC) No 922/72, (EEC) No 234/79, (EC) No 1037/2001 and (EC) No 1234/2007 ⁽¹⁾, and in particular Article 57, first paragraph, point (c), thereof,

Whereas:

- (1) Pursuant to Article 3, second paragraph, of Commission Implementing Regulation (EU) 2015/1368 ⁽²⁾, all Member States notified the Commission of the amendments to their national programmes for the production and marketing of apiculture products for the 2021 and 2022 apiculture years.
- (2) The 27 amended national programmes drawn up for the period running from 1 August 2019 until 31 July 2022 were extended until 31 December 2022 in accordance with Article 55(1), second subparagraph, of Regulation (EU) No 1308/2013.
- (3) The Union contribution to each national programme is to be decided in accordance with Article 4, second paragraph, of Commission Delegated Regulation (EU) 2015/1366 ⁽³⁾.
- (4) The measures provided for in this Decision are in accordance with the opinion of the Committee for the Common Organisation of the Agricultural Markets,

HAS ADOPTED THIS DECISION:

Article 1

The amended national programmes for the production and marketing of apiculture products for the 2021 and 2022 apiculture years submitted by Belgium, Bulgaria, Czechia, Denmark, Germany, Estonia, Ireland, Greece, Spain, France, Croatia, Italy, Cyprus, Latvia, Lithuania, Luxembourg, Hungary, Malta, Netherlands, Austria, Poland, Portugal, Romania, Slovenia, Slovakia, Finland and Sweden are hereby approved.

Article 2

The Union contribution to the national programmes referred to in Article 1 shall be limited to the maximum amounts as laid down in the Annex for the 2021 and 2022 apiculture years.

Article 3

This Decision is addressed to the Member States.

⁽¹⁾ OJ L 347, 20.12.2013, p. 671.

⁽²⁾ Commission Implementing Regulation (EU) 2015/1368 of 6 August 2015 laying down rules for the application of Regulation (EU) No 1308/2013 of the European Parliament and of the Council with regard to aid in the apiculture sector (OJ L 211, 8.8.2015, p. 9).

⁽³⁾ Commission Delegated Regulation (EU) 2015/1366 of 11 May 2015 supplementing Regulation (EU) No 1308/2013 of the European Parliament and of the Council with regard to aid in the apiculture sector (OJ L 211, 8.8.2015, p. 3).

Done at Brussels, 9 June 2021.

For the Commission
Janusz WOJCIECHOWSKI
Member of the Commission

ANNEX

Amount of the Union contribution to the national apiculture programmes for the 2021 and 2022 apiculture years

(EUR)

	2021 apiculture year	2022 apiculture year
Belgium	422 967	422 967
Bulgaria	2 063 885	2 063 885
Czechia	2 121 528	2 121 528
Denmark	295 539	295 539
Germany	2 790 875	2 790 875
Estonia	140 473	140 473
Ireland	61 640	61 640
Greece	6 162 645	6 162 645
Spain	9 559 944	9 559 944
France	6 419 062	6 419 062
Croatia	1 913 290	1 913 290
Italy	5 166 537	5 166 537
Cyprus	169 653	169 653
Latvia	328 804	328 804
Lithuania	549 828	549 828
Luxembourg	30 621	30 621
Hungary	4 271 227	4 271 227
Malta	14 137	14 137
Netherlands	295 172	295 172
Austria	1 477 188	1 477 188
Poland	5 024 968	5 024 968
Portugal	2 204 232	2 204 232
Romania	6 081 630	6 081 630
Slovenia	649 455	649 455
Slovakia	999 973	999 973
Finland	196 182	196 182
Sweden	588 545	588 545

GUIDELINES

GUIDELINE (EU) 2021/975 OF THE EUROPEAN CENTRAL BANK

of 2 June 2021

amending Guideline ECB/2014/31 on additional temporary measures relating to Eurosystem refinancing operations and eligibility of collateral (ECB/2021/26)

THE GOVERNING COUNCIL OF THE EUROPEAN CENTRAL BANK,

Having regard to the Treaty on the Functioning of the European Union, and in particular the first indent of Article 127(2) thereof,

Having regard to the Statute of the European System of Central Banks and of the European Central Bank, and in particular the first indent of Article 3.1, and Articles 5.1, 12.1, 14.3 and 18.2 thereof,

Whereas:

- (1) In accordance with Article 18.1 of the Statute of the European System of Central Banks and of the European Central Bank, the European Central Bank (ECB) and the national central banks of the Member States whose currency is the euro (hereinafter the 'NCBs') may, in order to achieve the objectives of the European System of Central Banks, conduct credit operations with credit institutions and other market participants, with lending being based on adequate collateral. The general conditions under which the ECB and the NCBs stand ready to enter into credit operations, including the criteria determining the eligibility of collateral for the purposes of Eurosystem credit operations, are laid down in Guideline (EU) 2015/510 of the European Central Bank (ECB/2014/60) ⁽¹⁾.
- (2) In response to the COVID-19 pandemic, the Governing Council adopted, on 7 April 2020 and on 22 April 2020, certain collateral easing measures with the aim of ensuring that Eurosystem counterparties remain able to maintain and mobilise sufficient collateral in order to be able to participate in Eurosystem liquidity-providing operations, and that therefore the Eurosystem is in a position to support the provision of credit to the euro area economy.
- (3) These collateral easing measures were set out in amendments introduced in Guideline ECB/2014/31 of the European Central Bank ⁽²⁾ by Guideline (EU) 2020/515 of the European Central Bank (ECB/2020/21) ⁽³⁾ and Guideline (EU) 2020/634 of the European Central Bank (ECB/2020/29) ⁽⁴⁾, respectively. Recitals 4 and 6 of Guideline (EU) 2020/515 (ECB/2020/21) stated that the additional measures set out in the amendments introduced under that Guideline should apply temporarily. No end date was specified, with the rationale that the measures could be revoked at any given time. Guideline (EU) 2020/634 (ECB/2020/29) provided that the amendments introduced via that Guideline remain in effect until 29 September 2021, as the Governing Council considered that they should apply until the first early repayment date under the third series of targeted longer-term refinancing operations (TLTRO-III) applicable at that time.

⁽¹⁾ Guideline (EU) 2015/510 of the European Central Bank of 19 December 2014 on the implementation of the Eurosystem monetary policy framework (General Documentation Guideline) (ECB/2014/60) (OJ L 91, 2.4.2015, p. 3).

⁽²⁾ Guideline ECB/2014/31 of the European Central Bank of 9 July 2014 on additional temporary measures relating to Eurosystem refinancing operations and eligibility of collateral and amending Guideline ECB/2007/9 (OJ L 240, 13.8.2014, p. 28).

⁽³⁾ Guideline (EU) 2020/515 of the European Central Bank of 7 April 2020 amending Guideline ECB/2014/31 on additional temporary measures relating to Eurosystem refinancing operations and eligibility of collateral (ECB/2020/21) (OJ L 110 I, 8.4.2020, p. 26).

⁽⁴⁾ Guideline (EU) 2020/634 of the European Central Bank of 7 May 2020 amending Guideline ECB/2014/31 on additional temporary measures relating to Eurosystem refinancing operations and eligibility of collateral (ECB/2020/29) (OJ L 148, 11.5.2020, p. 10).

- (4) On 10 December 2020, the Governing Council decided to adopt additional monetary policy measures with the aim of contributing to preserving favourable financing conditions over the pandemic period, thereby supporting the flow of credit to all sectors of the economy, underpinning economic activity and safeguarding medium-term price stability. As part of these measures, the Governing Council decided that the collateral easing measures adopted by the Governing Council on 7 April 2020 and 22 April 2020 should apply until 30 June 2022, and this should be reflected in the relevant provisions of Guideline ECB/2014/31. This will ensure that banks can continue to make full use of the Eurosystem's liquidity operations, most notably TLTRO-III. The Governing Council will in any case reassess these collateral easing measures before June 2022.
- (5) The Governing Council considers the full range of measures adopted on 10 December 2020 necessary and proportionate to counter the serious risks posed by the continuing severe pandemic conditions to price stability, the monetary policy transmission mechanism and the economic outlook in the euro area. The Governing Council continues to stand ready to adjust all of its instruments, as appropriate, to ensure that inflation moves towards its target in a sustained manner, in line with its commitment to symmetry.
- (6) As Guideline (EU) 2020/634 (ECB/2020/29) remains in effect until 29 September 2021, it needs to be ensured that the provisions of Guideline ECB/2014/31 affected by that amending Guideline, specifically Article 8b and Annexes IIa and IIb, continue to remain in effect after that date and the necessary legislative adjustments should be made to this end. To avoid a legal vacuum with regard to the provisions in question, NCBs should comply with this Guideline from 30 September 2021.
- (7) Therefore, Guideline ECB/2014/31 should be amended accordingly,

HAS ADOPTED THIS GUIDELINE:

Article 1

Amendments to Guideline ECB/2014/31

Guideline ECB/2014/31 is amended as follows:

- (1) in Article 8a, the following paragraph is added:

‘3. The provisions of this Article shall remain in effect until 30 June 2022.’;

- (2) Article 8b is replaced by the following:

Article 8b

Admission of certain marketable assets and issuers eligible on 7 April 2020

1. Terms used in this Article shall have the same meaning as in Guideline (EU) 2015/510 (ECB/2014/60).
2. Notwithstanding the provisions of Article 59(3), Article 71 and Article 82(1)(a) of Guideline (EU) 2015/510 (ECB/2014/60), marketable assets – other than asset-backed securities (ABSs) – issued on or before 7 April 2020 that on 7 April 2020 had a public credit rating, provided by at least one accepted ECAI system, that complied with the minimum credit quality requirements of the Eurosystem, shall constitute eligible collateral for Eurosystem credit operations provided that, at all times after 7 April 2020:
 - (a) they have a public credit rating provided by at least one accepted ECAI system that complies with, as a minimum, credit quality step 5 in the Eurosystem's harmonised rating scale; and
 - (b) they continue to comply with all other eligibility criteria applicable to marketable assets as laid down in Guideline (EU) 2015/510 (ECB/2014/60).

For the avoidance of doubt, the public credit rating on 7 April 2020, as referred to in this paragraph, shall be determined by the Eurosystem on the basis of the rules set out in Article 82(1)(a), Article 82(2), Article 83, Article 84(a) and (b), Article 85 and Article 86 of Guideline (EU) 2015/510 (ECB/2014/60).

3. Where compliance of a marketable asset with the minimum credit quality requirements of the Eurosystem on 7 April 2020 is determined on the basis of an ECAI issuer rating or an ECAI guarantor rating provided by an accepted ECAI system, that marketable asset shall constitute eligible collateral for Eurosystem credit operations provided that, at all times after 7 April 2020:

- (a) the ECAI issuer rating or the ECAI guarantor rating, as applicable, for that marketable asset complies with, as a minimum, credit quality step 5 in the Eurosystem's harmonised rating scale; and
- (b) that marketable asset continues to comply with all other eligibility criteria applicable to it as laid down in Guideline (EU) 2015/510 (ECB/2014/60).

4. Marketable assets – other than ABSs – issued after 7 April 2020 whose issuer or guarantor, as applicable, had on 7 April 2020 a public credit rating, provided by at least one accepted ECAI system, that complied with the minimum credit quality requirements of the Eurosystem, shall constitute eligible collateral for Eurosystem credit operations provided that, at all times after 7 April 2020:

- (a) those marketable assets have a public credit rating, provided by at least one accepted ECAI system, that complies with, as a minimum, credit quality step 5 in the Eurosystem's harmonised rating scale; and
- (b) those marketable assets comply with all other eligibility criteria applicable to marketable assets as laid down in Guideline (EU) 2015/510 (ECB/2014/60).

For the avoidance of doubt, the public credit rating referred to in point (a) of this paragraph shall be determined by the Eurosystem on the basis of the rules set out in Article 82(1)(a), Article 82(2), Article 83, Article 84(a) and (b), Article 85 and Article 86 of Guideline (EU) 2015/510 (ECB/2014/60).

5. Covered bonds issued after 7 April 2020 under a covered bond programme that on 7 April 2020 itself had a credit assessment, provided by at least one accepted ECAI system, that complied with the minimum credit quality requirements of the Eurosystem, shall constitute eligible collateral for Eurosystem credit operations provided that:

- (a) at all times after 7 April 2020 the covered bond programme has a public credit rating, provided by at least one accepted ECAI system, that complies with, as a minimum, credit quality step 5 in the Eurosystem's harmonised rating scale, and
- (b) these covered bonds comply with all other eligibility criteria applicable to them as laid down in Guideline (EU) 2015/510 (ECB/2014/60).

6. The marketable assets referred to in Article 87(2) of Guideline (EU) 2015/510 (ECB/2014/60) that on 7 April 2020 did not have a public credit rating provided by an accepted ECAI system, but that on 7 April 2020 had an implicit credit assessment derived by the Eurosystem in accordance with the rules laid down in Article 87(1) and (2) of Guideline (EU) 2015/510 (ECB/2014/60) that complied with the credit quality requirements of the Eurosystem, shall constitute eligible collateral for Eurosystem credit operations irrespective of the date of their issuance provided that, at all times after 7 April 2020:

- (a) the issuer or guarantor, as applicable, of these marketable assets complies, as a minimum, with a credit quality requirement corresponding to credit quality step 5 in the Eurosystem's harmonised rating scale; and
- (b) these marketable assets comply with all other eligibility criteria applicable to them as laid down in Guideline (EU) 2015/510 (ECB/2014/60).

7. Notwithstanding the provisions of Article 59(3), Article 71 and Article 82(1)(b) of Guideline (EU) 2015/510 (ECB/2014/60), ABS issued on or before 7 April 2020 that on 7 April 2020 had at least two public credit ratings, each provided by a different accepted ECAI system, that complied with the minimum credit quality requirements of the Eurosystem under Guideline (EU) 2015/510 (ECB/2014/60), shall constitute eligible collateral for Eurosystem credit operations provided that, at all times after 7 April 2020:

- (a) they have at least two public credit ratings, each provided by a different accepted ECAI system, that comply with, as a minimum, credit quality step 4 in the Eurosystem's harmonised rating scale; and
- (b) they continue to comply with all other eligibility criteria applicable to ABSs as laid down in Guideline (EU) 2015/510 (ECB/2014/60).

For the avoidance of doubt, the requirements laid down in Article 3(1)(a) to (d) and Article 3(4) of this Guideline shall not apply to the ABS referred to in this paragraph.

8. ABS that on 7 April 2020 were admitted by the Eurosystem as eligible collateral under Article 3(1) of this Guideline shall remain eligible provided that, at all times after 7 April 2020:

- (a) they have two public credit ratings of at least credit quality step 4 in the Eurosystem's harmonised rating scale provided by two accepted ECAI systems; and
- (b) they continue to comply with all other requirements applicable to them under Article 3(1) (except the rating level), Article 3(2a) and Article 3(4) of this Guideline.

For the avoidance of doubt, Article 3(2) of this Guideline shall not apply to the ABS referred to in this paragraph.

9. For as long as they continue to be admitted as eligible collateral by the Eurosystem according to this Article, the marketable assets, including covered bonds, referred to in paragraphs 2 to 6 shall be subject to the valuation haircuts laid down in Annex IIb to this Guideline. The ABS referred to in paragraphs 7 and 8 shall be subject to the valuation haircuts laid down in Annex IIa to this Guideline. The valuation haircuts shall be calculated on the basis of the current rating applicable on any given day after 7 April 2020 in accordance with the rules relating to priority of ECAI credit assessments as set out in Articles 83 to 88 of Guideline (EU) 2015/510 (ECB/2014/60).

10. In addition to the valuation haircuts provided for in paragraph 9, the following additional valuation haircuts shall apply:

- (a) ABS, covered bonds and unsecured debt instruments issued by credit institutions that are theoretically valued in accordance with the rules contained in Article 134 of Guideline (EU) 2015/510 (ECB/2014/60) shall be subject to an additional valuation haircut in the form of a valuation markdown of 4 %;
- (b) own-use covered bonds shall be subject to an additional valuation haircut of (i) 6,4 % applied to the value of the debt instruments allocated to credit quality steps 1 and 2, and (ii) 9,6 % applied to the value of the debt instruments allocated to credit quality steps 3, 4 and 5;
- (c) for the purposes of paragraph (b), 'own-use' shall mean the submission or use by a counterparty of covered bonds that are issued or guaranteed by the counterparty itself or by any other entity with which that counterparty has close links as determined in accordance with Article 138 of Guideline (EU) 2015/510 (ECB/2014/60);
- (d) if the additional valuation haircut referred to in paragraph (b) cannot be applied with respect to a collateral management system of an NCB, triparty agent, or TARGET2-Securities for auto-collateralisation, the additional valuation haircut shall be applied in such systems or platform to the entire issuance value of the covered bonds that can be own used.

11. For the avoidance of doubt, the provisions of this Article are independent from and shall not be taken into account for the purposes of assessing eligibility for outright purchases under the secondary markets public sector asset programme (PSPP) (*); the third covered bond purchase programme (CBPP3) (**); the asset-backed securities purchase programme (ABSPP) (***); the corporate sector purchase programme (CSPP) (****); and the pandemic emergency purchase programme (PEPP) (*****).

12. The provisions of this Article shall remain in effect until 30 June 2022.

(*) Decision (EU) 2020/188 of the European Central Bank of 3 February 2020 on a secondary markets public sector asset purchase programme (ECB/2020/9) (OJ L 39, 12.2.2020, p. 12).

(**) Decision (EU) 2020/187 of the European Central Bank of 3 February 2020 on the implementation of the third covered bond purchase programme (ECB/2020/8) (OJ L 39, 12.2.2020, p. 6).

(***) Decision (EU) 2015/5 of the European Central Bank of 19 November 2014 on the implementation of the asset-backed securities purchase programme (ECB/2014/45) (OJ L 1, 6.1.2015, p. 4).

(****) Decision (EU) 2016/948 of the European Central Bank of 1 June 2016 on the implementation of the corporate sector purchase programme (ECB/2016/16) (OJ L 157, 15.6.2016, p. 28).

(*****) Decision (EU) 2020/440 of the European Central Bank of 24 March 2020 on a temporary pandemic emergency purchase programme (ECB/2020/17) (OJ L 91, 25.3.2020, p. 1).;

- (3) Annex IIa is replaced by Annex I to this Guideline;
- (4) Annex IIb is replaced by Annex II to this Guideline.

Article 2

Taking effect

1. This Guideline shall take effect on the day of its notification to the NCBs.
2. The Eurosystem central banks shall comply with this Guideline from 30 September 2021.

Article 3

Addressees

This Guideline is addressed to all Eurosystem central banks.

Done at Frankfurt am Main, 2 June 2021.

For the Governing Council of the ECB
The President of the ECB
Christine LAGARDE

ANNEX I

Annex IIa to Guideline ECB/2014/31 is replaced by the following:

‘ANNEX IIa

Valuation haircut levels (in %) applied to asset-backed securities (ABS) eligible under Article 3(2) and Article 8b of this Guideline

Credit quality	Weighted Average Life *	Valuation haircut
Step 3	[0,1)	4,8
	[1,3)	7,2
	[3,5)	10,4
	[5,7)	12,0
	[7,10)	14,4
	[10, ∞)	24,0
Step 4	[0,1)	11,2
	[1,3)	15,2
	[3,5)	18
	[5,7)	24,8
	[7,10)	30,4
	[10, ∞)	43,2

* i.e. [0,1) weighted average life (WAL) less than 1 year, [1,3) WAL equal to or greater than 1 year and less than 3 years, etc.

ANNEX II

Annex IIb to Guideline ECB/2014/31 is replaced by the following:

‘ANNEX IIb

Valuation haircut levels (in %) applied to marketable assets, other than ABS, referred to in Articles 8a and 8b

		Category I		Category II		Category III		Category IV	
Credit quality	Residual maturity (years) (*)	Fixed and floating coupon	zero coupon	Fixed and floating coupon	zero coupon	Fixed and floating coupon	zero coupon	Fixed and floating coupon	zero coupon
Step 4	[0,1)	6,4	6,4	8	8	12,8	12,8	20	20
	[1,3)	9,6	10,4	12	15,2	16	18,4	28	30
	[3,5)	11,2	12	16	20	19,2	23,6	33,6	37,2
	[5,7)	12,4	13,6	20	24,8	22,4	28,4	36,8	40,4
	[7,10)	13,2	14,4	21,6	28,4	24,8	32	40	44,8
	[10,∞)	14,4	16,8	23,2	31,6	26,4	34,8	41,6	46,8
Step 5	[0,1)	8	8	12	12	22,4	22,4	24	24
	[1,3)	11,2	12	16	19,2	25,6	28	32	34
	[3,5)	13,2	14	22,4	26,4	28,8	33,2	38,4	42
	[5,7)	14,4	15,6	27,2	32	31,6	37,6	43,2	46,8
	[7,10)	15,2	16,4	28,8	35,6	33,2	40,4	46,4	51,2
	[10,∞)	16,4	18,8	30,4	38,8	33,6	42	48	53,2'

(*) i.e. [0,1) residual maturity less than 1 year, [1,3) residual maturity equal to or greater than 1 year and less than 3 years, etc.

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