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⁽¹⁾ Text with EEA relevance.

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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)

REGULATIONS

COMMISSION DELEGATED REGULATION (EU) 2023/1634

of 5 June 2023

amending Regulation (EU) 2019/631 of the European Parliament and of the Council setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles*(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(8), Article 10(8), second subparagraph, and Article 15(8) thereof,

Whereas:

- (1) Annex I to Regulation (EU) 2019/631 provides detailed methods for the calculation of the specific emissions targets for manufacturers of passenger cars and of light commercial vehicles.
- (2) Since 1 January 2021, the CO₂ emission standards are based on CO₂ emissions data determined in accordance with the Worldwide harmonised Light vehicle Test Procedure (WLTP) as set out in Commission Regulation (EU) 2017/1151 ⁽²⁾. Annex I to Regulation (EU) 2019/631 has been amended by Commission Delegated Regulation (EU) 2020/2173 ⁽³⁾ to take account of the introduction of the WLTP, by clarifying how the specific emissions targets of particular types of manufacturers are to be determined. However, further clarification is needed for manufacturers that are members of a pool in order to provide for the calculation method for the specific emissions targets for the calendar years 2021 to 2024.
- (3) Part A of Annex I to Regulation (EU) 2019/631 specifies the calculation method for the derogation targets applicable in the calendar years 2021 to 2024. For legal certainty, it is necessary to specify the calculation method also for the derogation targets applicable in the calendar years 2025 to 2028, as referred to in Article 10(4), second subparagraph, point (c), of that Regulation.

⁽¹⁾ OJ L 111, 25.4.2019, p. 13.

⁽²⁾ 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).

⁽³⁾ Commission Delegated Regulation (EU) 2020/2173 of 16 October 2020 amending Annexes I, II and III to Regulation (EU) 2019/631 of the European Parliament and of the Council to update the monitoring parameters and clarify certain aspects relating to the change in the regulatory test procedure (OJ L 433, 22.12.2020, p. 1).

- (4) In order to distinguish between the case of complete and incomplete base vehicles, the definition of test mass ("TM") for the average test mass in kilograms of all new light commercial vehicles set out in Part B, point 6.2.1., of Annex I to Regulation (EU) 2019/631 should be adapted.
- (5) Annexes II and III to Regulation (EU) 2019/631 specify the type and format of the data to be collected by Member States, or manufacturers, and transmitted annually to the Commission concerning new passenger cars and new light commercial vehicles. Based on the experience gained, it has become evident that certain monitoring parameters could be removed in order to facilitate the monitoring process, as those parameters are not used for the calculation of the specific emissions targets or average specific emissions, and should therefore be removed without hampering the robust assessment of the manufacturers' compliance with their specific emissions targets. In addition, it is necessary to add certain new parameters, in particular for the purpose of the verification of the CO₂ emissions of vehicles in-service. Those changes to the parameters need to be reflected for the type of data to be collected in Part A of Annex II and Part A of Annex III to Regulation (EU) 2019/631 as well as for the formats for the data collection in Part B of Annex II and Part B of Annex III to that Regulation.
- (6) Annex III to Regulation (EU) 2019/631 details a procedure for manufacturers to calculate the CO₂ emissions and mass values in the case of light commercial vehicles that are type-approved in multiple stages. In the case of an individual incomplete base vehicle, the vehicle mass is to be calculated in accordance with Part A, point 1.2.4, of Annex III to Regulation (EU) 2019/631, taking into account the body mass value (B_0), which has been set at 1,375 for the calculations relating to calendar year 2021. For the calendar years from 2022 to 2024, that value should be revised based on the average of the mass in running order of new incomplete base vehicles registered in the Union in the calendar years 2018, 2019 and 2020.
- (7) In the absence of the final CO₂ monitoring data for new light commercial vehicles for the calendar year 2020, the revision of the B_0 value could not be finalised by 31 October 2021 as provided for in Part A, point 1.2.4, of Annex III to Regulation (EU) 2019/631. Taking into account that revising the B_0 value using only the data for the calendar years 2018 and 2019 would have resulted in a value that was very close to the current B_0 value and in order to facilitate the implementation and provide legal certainty for the manufacturers concerned, it is appropriate to maintain the currently applicable B_0 value for the calendar year 2022. For the calendar years 2023 and 2024, the revised B_0 value has been calculated based on the final monitoring data for light commercial vehicles for the calendar years 2018, 2019 and 2020. Furthermore, to provide legal certainty for manufacturers after 2024, it is necessary to clarify that the revised B_0 value remains applicable also in the years after 2024.
- (8) A clarification is needed to better take into account the different ways to determine the aerodynamic influence in the case of incomplete N_1 base vehicles as part of the calculation of the monitoring CO₂ emissions.
- (9) Part B of Annex III to Regulation (EU) 2019/631 contains certain information relating in particular to the NEDC regulatory test procedure that has become obsolete, and should therefore be deleted.
- (10) Regulation (EU) 2019/631 should therefore be amended accordingly,

HAS ADOPTED THIS REGULATION:

Article 1

Regulation (EU) 2019/631 is amended as follows:

- (1) Annex I is amended as set out in Annex I to this Regulation.
- (2) Annex II is amended as set out in Annex II to this Regulation.
- (3) Annex III is amended as set out in Annex III to this Regulation.

Article 2

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

The following points shall apply from 1 January 2024:

- (a) point (1)(a)(ii) and (iii) and point (2)(b) and (c) of Annex II;
- (b) point (1)(a)(iii) and (v) and point (3)(c) and (e) of Annex III.

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

Done at Brussels, 5 June 2023.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX I

Annex I to Regulation (EU) 2019/631 is amended as follows:

(1) Part A is amended as follows:

(a) the following point 3d is inserted:

‘3d. For a pool formed in accordance with Article 6, the WLTP specific emissions reference target shall be determined on the basis of the $WLTP_{CO_2}$, $NEDC_{CO_2}$ and $NEDC_{2020target}$ values calculated for that pool as a whole.

In case of a pool newly formed in the years 2021 to 2024 or a change in membership of a pool that existed in 2020, the WLTP specific emissions reference target shall be calculated on the basis of the $WLTP_{CO_2}$, $NEDC_{CO_2}$ and $NEDC_{2020target}$ values for the new pool as a whole.’;

(b) in point 5, the following point (c) is added:

‘(c) For a manufacturer that has been granted a derogation in accordance with Article 10(4) for any of the calendar years from 2025 to 2028, the specific emissions target (Derogation target₂₀₂₅₋₂₀₂₈) shall be calculated as follows:

$$\text{Derogation target}_{2025-2028} = \frac{WLTP_{CO_2,measured}}{WLTP_{CO_2}} \cdot \frac{WLTP_{CO_2,ind}}{NEDC_{CO_2,ind}} \cdot \text{Target}_{2021} \cdot (1 - \text{reduction factor}_{2025})$$

For such a manufacturer that was not responsible for the registration of new passenger cars in 2020 or for which $WLTP_{CO_2}$ as defined in point 3 or $NEDC_{CO_2}$ as defined in point 3 is zero, the specific emissions target (Derogation target₂₀₂₅₋₂₀₂₈) shall be calculated as follows:

$$\text{Derogation target}_{2025-2028} = \frac{WLTP_{CO_2,measured}}{NEDC_{CO_2}} \cdot \text{Target}_{2021} \cdot (1 - \text{reduction factor}_{2025})$$

Where:

$WLTP_{CO_2,measured}$	is the average value across all individual manufacturers for which a specific emissions target applies in accordance with point 4, weighted by the number of new passenger cars registered in 2020, of $WLTP_{CO_2,measured}$ as defined in point 6.0;
$WLTP_{CO_2}$	is the average value across all individual manufacturers for which a specific emissions target applies in accordance with point 4, weighted by the number of new passenger cars registered in 2020, of $WLTP_{CO_2}$ as defined in point 3;
$NEDC_{CO_2}$	is the average value across all individual manufacturers for which a specific emissions target applies in accordance with point 4, weighted by the number of new passenger cars registered in 2020, of $NEDC_{CO_2}$ as defined in point 3;
$WLTP_{CO_2,ind}$	is equal to $WLTP_{CO_2}$ as defined in point 3;
$NEDC_{CO_2,ind}$	is equal to $NEDC_{CO_2}$ as defined in point 3;
reduction factor ₂₀₂₅	is the reduction referred to in Article 1(4), point (a);
Target ₂₀₂₁	is a 45 % reduction on the average specific emissions of CO ₂ in 2007 of that manufacturer.’;

(2) Part B is amended as follows:

(a) the following point 3d is inserted:

‘3d. For a pool formed in accordance with Article 6, the WLTP specific emissions reference target shall be determined on the basis of the $WLTP_{CO_2}$, $NEDC_{CO_2}$ and $NEDC_{2020target}$ values calculated for that pool as a whole.

In case of a pool newly formed in the years 2021 to 2024 or a change in membership of a pool that existed in 2020, the WLTP specific emissions reference target shall be calculated on the basis of the $WLTP_{CO_2}$, $NEDC_{CO_2}$ and $NEDC_{2020target}$ values for the new pool as a whole.’;

(b) in point 6.2.1., the wording:

‘TM is the average test mass in kilograms (kg) of all new light commercial vehicles of the manufacturer registered in the relevant calendar year;’

is replaced by the following:

‘TM is the average test mass in kilograms (kg) of all new light commercial vehicles of the manufacturer registered in the relevant calendar year.

In the case of a complete base vehicle related to a completed vehicle, the test mass to be considered is the test mass of that base vehicle.

In the case of an incomplete base vehicle related to a completed vehicle, the test mass value to be considered is the value DM_{base} determined in accordance with Annex III, Part A, point 1.2.4.(a);’.

ANNEX II

Annex II to Regulation (EU) 2019/631 is amended as follows:

(1) Part A is amended as follows:

(a) point 1a is amended as follows:

(i) the introductory wording is replaced by the following:

‘Member States shall, for each calendar year, record the following detailed data for each new passenger car registered as an M₁ vehicle in their territory and transmit it to the Commission in accordance with Article 7(2) in the format set out in Part B, Section 2A:’;

(ii) the following point (5a) is inserted:

‘(5a) Roadload family’s identifier or Roadload Matrix family’s identifier;’;

(iii) the following point (9a) is inserted:

‘(9a) Character corresponding to the provisions used for type-approval;’;

(iv) points (19), (22), (23) and (24) are deleted;

(v) the second paragraph is deleted;

(b) point 2 is replaced by the following:

‘2. The detailed data referred to in point 1a. shall be taken from the certificate of conformity of the relevant passenger car unless indicated otherwise in Part B, Section 2A of this Annex.’;

(2) in Part B, Section 2A, the table is amended as follows:

(a) in the first column, in the first entry, the heading ‘Reference to point 1 and 1a of Part A’ is replaced by the following:

‘Reference to point 1a. of Part A’;

(b) the following entry (5a) is inserted:

‘(5a)	Roadload family’s identifier or Roadload Matrix family’s identifier	0.2.3.4. 0.2.3.5’
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(c) the following entry (9a) is inserted:

‘(9a)	Character corresponding to the provisions used for type-approval	47’
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(d) entry (14) is replaced by the following:

‘(14)	Fuel type	26
	Fuel mode	26.1 23 (in case of battery electric vehicles) 23.1 (in case of off-vehicle charging hybrid electric vehicles)’

(e) the entries (19)((19), (22), (23) and (24) and are deleted;

(f) note 4 is deleted.

ANNEX III

Annex III to Regulation (EU) 2019/631 is amended as follows:

(1) Part A is amended as follows:

(a) point 1.1a. is amended as follows:

(i) the heading and the introductory wording are replaced by the following:

‘1.1a. Reporting by Member States on vehicles registered as N₁ vehicles

Member States shall, for each calendar year, record the following detailed data for each new complete or completed light commercial vehicle registered as N₁ vehicle in their territory and transmit it to the Commission in accordance with Article 7(2) in the format set out in Part C, Section 2a;’

(ii) point (1) is replaced by the following:

‘(1) the manufacturer (in case of completed vehicles: the base vehicle manufacturer);’

(iii) the following point (5a) is inserted:

‘(5a) Roadload family’s identifier or Roadload Matrix family’s identifier;’

(iv) the following point (7a) is inserted:

‘(7a) Complete or completed vehicle;’

(v) the following point (9a) is inserted:

‘(9a) Character corresponding to the provisions used for type-approval;’

(vi) point (12) is replaced by the following:

‘(12) Mass in running order of the complete or completed vehicle;’

(vii) the following point (12a) is inserted:

‘(12a) In case of completed vehicles, mass in running order of the base vehicle;’

(viii) points (19), (23), (24) and (25) are deleted;

(ix) the second paragraph is deleted;

(b) points 1.2.1. and 1.2.1.2a. are deleted;

(c) point 1.2.2. is amended as follows:

(i) the introductory wording is replaced by the following:

‘For each new completed vehicle reported by the Member States in accordance with point 1.1a., the manufacturer of the base vehicle shall report to the Commission the data specified in points (a) and (b) of this point for each base vehicle with the same vehicle identification number as that of the completed vehicle. The data shall be reported within three months of the manufacturer being notified of the provisional data in accordance with Article 7(4), second subparagraph.’;

(ii) point (a) is amended as follows:

— point (ii) is replaced by the following:

‘vehicle interpolation family identifier as referred to in paragraph 6.2.6 of UN Regulation 154’;

— points (iv), (v) and (viii) are deleted;

— point (vii) is replaced by the following:

‘(vii) mass in running order of the incomplete base vehicle.’;

(iii) in point (b), point (iv) is replaced by the following:

‘(iv) mass in running order of the complete base vehicle.’;

(d) in point 1.2.3, the second paragraph is replaced by the following:

‘Where the data referred to in point 1.2.2 is not reported by the manufacturer of the base vehicle, the specific CO₂ emissions and mass in running order reported by the Member States for the related completed vehicle, in accordance with point 1.1a., shall be used for determining whether the vehicle falls within the scope of this Regulation and for the calculation of the average specific emissions of CO₂ and the specific emissions target of the base vehicle manufacturer concerned.’;

(e) point 1.2.4 is amended as follows:

(i) the introductory wording is replaced by the following:

‘A manufacturer shall, starting from calendar year 2020, calculate the monitoring CO₂ emissions for each of its individual incomplete base vehicles in accordance with the interpolation method referred to in points 3.2.3.2. or 3.2.4. of Annex B7 to UN Regulation 154, using the same method as that applied for the EC type-approval of the base vehicle with regard to its emissions, where the terms shall be as defined in those points with the following exceptions:’;

(ii) point (a) is replaced by the following:

‘(a) Mass of the individual vehicle

The term “TM_{ind}” referred to in paragraph 3.2.3.2.2.1 or 3.2.4.1.1.1 of Annex B7 to UN Regulation 154 shall be replaced by the base vehicle default mass, DM_{base}. Where DM_{base} is lower than the test mass of vehicle low of the interpolation family (TM_L), TM_{ind} shall be replaced by TM_L. Where DM_{base} is higher than the test mass of vehicle high of the interpolation family (TM_H), TM_{ind} shall be replaced by TM_H.

DM_{base} shall be determined in accordance with the following formula:

$$DM_{base} = MRO_{base} \times B_0 + 25 \text{ kg} + 0,28 \times (TPMLM - MRO_{base} \times B_0 - 25 \text{ kg})$$

Where:

MRO _{base}	is the mass in running order of the base vehicle as defined in paragraph 3.2.5 of UN Regulation No 154;
B ₀	is the body mass value of 1,375 until calendar year 2022 and of 1,351 for calendar years 2023 until 2034;
TPMLM	is the technically permissible maximum laden mass as defined in point paragraph 3.2.23 of UN Regulation 154.’;

(iii) point (b) is replaced by the following:

‘(b) Rolling resistance of the individual vehicle

The rolling resistance of the base vehicle shall be used for the purposes of paragraph 3.2.3.2.2.2 or 3.2.4.1.1.2 of Annex B7 to UN Regulation 154.’;

(iv) point (c) is replaced by the following:

‘(c) Aerodynamic influence of the individual vehicle

In the case of an incomplete base vehicle that belongs to a roadload matrix family, the manufacturer shall determine the term “A_{f,ind}” referred to in paragraph 3.2.4.1.1.3 of Annex B7 to UN Regulation 154 in accordance with one of the following options:

- (i) frontal area of the representative vehicle of the roadload matrix family, in m²;
- (ii) the mean value of the frontal area of vehicle high and vehicle low of the interpolation family, in m²;
- (iii) the frontal area of the vehicle high of the interpolation family, in case the interpolation method is not used, in m².

In the case of an incomplete base vehicle that does not belong to a roadload matrix family, the term “ $f_{2,ind}$ ” referred to in paragraph 3.2.3.2.2.4 of Annex B7 to UN Regulation 154 shall be set equal to one of the following:

(i) the mean value of the terms “ $f_{2,L}$ ” and “ $f_{2,H}$ ” referred to in that point;

(ii) the term “ $f_{2,H}$ ” referred to in that point.’;

(f) point 2 is replaced by the following:

‘2. The detailed data referred to in point 1.1.a. shall be taken from the certificate of conformity of the relevant light commercial vehicle unless indicated otherwise in Part C, Section 2a.’;

(2) Part B is deleted;

(3) in Part C, Section 2a is amended as follows:

(a) the heading of the first column ‘Reference to point 1 and 1a of Part A’ is replaced by the following:

‘Reference to Part A, point 1.1a’;

(b) entry (1) is replaced by the following:

‘(1)	Manufacturer name (EU standard denomination) ⁽¹⁾	Name assigned by the Commission
	Manufacturer name ⁽²⁾	0.5, or in the case of vehicles subject to multi-stage type approval, 0.5.1 (name of the base vehicle manufacturer)’

(c) the following entry (5a) is inserted:

‘(5a)	Roadload family’s identifier or Roadload Matrix family’s identifier	0.2.3.4. 0.2.3.5.’
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(d) the following entry (7a) is inserted:

‘(7a)	Complete or completed vehicle	0.4’
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(e) the following entry (9a) is inserted:

‘(9a)	Character corresponding to the provisions used for type-approval	47’
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(f) entry (12) is replaced by the following:

‘(12)	Mass in running order of the complete or completed vehicle	13’
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(g) the following entry (12a) is inserted:

‘(12a)	Mass in running order of the base vehicle (in case of completed vehicle)	14’
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(h) entry (14) is replaced by the following:

'(14)	Fuel type	26
	Fuel mode	26.1 23 (in case of battery electric vehicles) 23.1 (in case of off-vehicle charging hybrid electric vehicles)

(i) entry (22) is replaced by the following:

'(22)	Technically permissible maximum laden mass (TPMLM)	16.1'
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(j) the entries (19), (23), (24) and (25) are deleted;

(k) note 4 is deleted.

DECISIONS

COMMISSION IMPLEMENTING DECISION (EU) 2023/1635

of 14 August 2023

amending Implementing Decision (EU) 2022/74 setting out the list of Interreg programmes and indicating the global amount of the total support from the European Regional Development Fund and from each external financing instrument of the Union for each programme and the list of the amounts transferred between strands under the European territorial cooperation goal for the period 2021 to 2027

(notified under document C(2023) 5459)

THE EUROPEAN COMMISSION,

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

Having regard to Regulation (EU) 2021/1059 of the European Parliament and of the Council of 24 June 2021 on specific provisions for the European territorial cooperation goal (Interreg) supported by the European Regional Development Fund and external financing instruments ⁽¹⁾, and in particular Article 11(1) thereof,

After consulting the Committee established by Article 115(1) of Regulation (EU) 2021/1060 of the European Parliament and of the Council of 24 June 2021 laying down common provisions on the European Regional Development Fund, the European Social Fund Plus, the Cohesion Fund, the Just Transition Fund and the European Maritime, Fisheries and Aquaculture Fund and financial rules for those and for the Asylum, Migration and Integration Fund, the Internal Security Fund and the Instrument for Financial Support for Border Management and Visa Policy ⁽²⁾,

Whereas:

- (1) By Implementing Decision (EU) 2022/74 ⁽³⁾, the Commission set out the list of Interreg programmes and indicated the global amount of the total support from the European Regional Development Fund ('the ERDF') and, where applicable, the total support from each external financing instrument of the Union for each programme, broken down by Member State for the period 2021 to 2027.
- (2) The unjustified and unprovoked military aggression by the Russian Federation against Ukraine and the ongoing armed conflict has fundamentally changed the security situation in Europe. In its conclusions of 24 February 2022, the European Council condemned the military aggression against Ukraine as well as the involvement of Belarus in that aggression.
- (3) As a result, the Commission has suspended the preparation of Interreg programmes between the Union and the Russian Federation and Belarus respectively, and the Union has imposed a series of sanctions against the two countries. The global amounts for 2022 allocated to Interreg cross-border cooperation programmes for which the preparation was suspended, were redistributed to other Interreg programmes in 2022 pursuant to Article 12(1) of Regulation (EU) 2021/1059.

⁽¹⁾ OJ L 231, 30.6.2021, p. 94.

⁽²⁾ OJ L 231, 30.6.2021, p. 159.

⁽³⁾ Commission Implementing Decision (EU) 2022/74 of 17 January 2022 setting out the list of Interreg programmes and indicating the global amount of the total support from the European Regional Development Fund and from each external financing instrument of the Union for each programme and the list of the amounts transferred between strands under the European territorial cooperation goal for the period 2021 to 2027 (OJ L 12, 19.1.2022, p. 151).

- (4) Given the continuation of the war of aggression against Ukraine, the current situation of programmes that were to involve the Russian Federation and Belarus is marked by the fundamental change in the relations with the Russian Federation and Belarus which excludes that the conditions for the implementation of the cooperation programmes with them could be re-established under the conditions and within the time frames anticipated by Regulation (EU) 2021/1059.
- (5) The affected Member States and the Commission agreed therefore not to pursue the preparation of Interreg programmes with the Russian Federation and Belarus in the programming period 2021-2027. The initially envisaged programmes should therefore be deleted from the list of Interreg programmes to receive support. For the same reasons the initially planned participation of the Russian Federation and of Belarus in two transnational programmes should be cancelled.
- (6) In this context, the earmarked allocations for the entire programming period until 2027 for programmes with the Russian Federation and Belarus that will not be approved in that period should be redistributed to other existing Interreg programmes in a single step. The redistribution may consist in particular in moving the earmarked ERDF resources to another Interreg programme also supported by the Instrument for Pre-Accession Assistance funds allocated to cross-border cooperation (IPA III CBC) or by the Neighbourhood, Development and International Cooperation Instrument funds allocated to cross-border cooperation for the neighbourhood geographic area (NDICI-CBC) or to internal cross-border Interreg programmes in which the Member State concerned participates.
- (7) In addition, pursuant to Article 9(5) of Regulation (EU) 2021/1059, some Member States informed the Commission about the modification of the initially indicated distribution of their share for each programme in which they participate. The updated amounts should also be reflected in this Decision. In addition, following the decision of two transnational programmes to expand the geographical coverage to other countries, Annex III should be updated.
- (8) Based on all the information communicated by the Member States concerned, it is therefore necessary to update the list of Interreg programmes and the global amount of the total support from the ERDF and, where applicable, the total support from each external financing instrument of the Union for each programme, broken down by Member State.
- (9) Implementing Decision (EU) 2022/74 should therefore be amended accordingly,

HAS ADOPTED THIS DECISION:

Article 1

Implementing Decision (EU) 2022/74 is amended as follows:

- (1) Annex I is replaced by Annex I to this Decision;
- (2) Annex II is replaced by Annex II to this Decision;
- (3) Annex III is replaced by Annex III to this Decision.

Article 2

This Decision is addressed to the Member States.

Done at Brussels, 14 August 2023.

For the Commission
Elisa FERREIRA
Member of the Commission

List of cross-border cooperation programmes with indication of the global amount of the total support from the European Regional Development Fund (ERDF), the Instrument for Pre-accession (IPA III) and the Neighbourhood Development and International Cooperation Instrument (NDICI)

No	CCI	Name of the programme	Member States	Non-Member States	Global ERDF contribution	IPA II contribution	NDICI contribution	Total
1	2021TC16RFCB001	(Interreg VI-A) Maas-Rijn/Meuse-Rhin/Maas-Rhein (NL-BE-DE)	NL BE DE		125 677 095			125 677 095
2	2021TC16RFCB002	(Interreg VI-A) Austria-Czechia	AT CZ		86 821 148			86 821 148
3	2021TC16RFCB003	(Interreg VI-A) Slovakia-Austria	SK AT		55 500 000			55 500 000
4	2021TC16RFCB004	(Interreg VI-A) Austria-Germany/Bavaria	AT DE		61 547 037			61 547 037
5	2021TC16RFCB005	(Interreg VI-A) Spain-Portugal (POCTEP)	ES PT		320 622 726			320 622 726
6	2021TC16RFCB006	(Interreg VI-A) Spain-France-Andorra (POCTEFA)	ES FR	AD	243 079 964			243 079 964
7	2021TC16RFCB007	(Interreg VI-A) Hungary-Croatia	HU HR		58 070 103			58 070 103
8	2021TC16RFCB008	(Interreg VI-A) Germany/Bavaria-Czechia	DE CZ		99 064 772			99 064 772
9	2021TC16RFCB009	(Interreg VI-A) Austria-Hungary	AT HU		49 561 200			49 561 200
10	2021TC16RFCB010	(Interreg VI-A) Germany/Brandenburg- Poland	DE PL		88 300 000			88 300 000
11	2021TC16RFCB011	(Interreg VI-A) Poland-Slovakia	PL SK		132 526 462			132 526 462
12	2021TC16RFCB012	(Interreg VI-A) Poland-Denmark-Germany-Lithuania-Sweden (South Baltic)	PL DK DE LT SE		93 802 411			93 802 411

No	CCI	Name of the programme	Member States	Non-Member States	Global ERDF contribution	IPA II contribution	NDICI contribution	Total
13	2021TC16RFCB013	(Interreg VI-A) Finland-Estonia-Latvia- Sweden (Central Baltic)	FI EE LV SE		162 499 043			162 499 043
14	2021TC16RFCB014	(Interreg VI-A) Hungary-Slovakia	HU SK		133 270 755			133 270 755
15	2021TC16RFCB015	(Interreg VI-A) Sweden-Norway	SE	NO	47 200 000			47 200 000
16	2021TC16RFCB016	(Interreg VI-A) Germany/Saxony-Czechia	DE CZ		152 364 968			152 364 968
17	2021TC16RFCB017	(Interreg VI-A) Poland-Germany/Saxony	PL DE		60 275 000			60 275 000
18	2021TC16RFCB018	(Interreg VI-A) Germany/Mecklenburg Western Pomerania/Brandenburg- Poland	DE PL		124 580 000			124 580 000
19	2021TC16RFCB019	(Interreg VI-A) Greece-Italy	EL IT		79 582 928			79 582 928
20	2021TC16RFCB020	(Interreg VI-A) Romania-Bulgaria	RO BG		163 497 401			163 497 401
21	2021TC16RFCB021	(Interreg VI-A) Greece-Bulgaria	EL BG		67 162 945			67 162 945
22	2021TC16RFCB022	(Interreg VI-A) Germany-The Netherlands	DE NL		240 775 132			240 775 132
23	2021TC16RFCB023	(Interreg VI-A) Germany-Austria-Switzerland-Liechtenstein (Alpenrhein-Bodensee-Hochrhein)	DE AT	CH LI	47 569 062			47 569 062
24	2021TC16RFCB024	(Interreg VI-A) Czechia-Poland	CZ PL		178 870 508			178 870 508
25	2021TC16RFCB025	(Interreg VI-A) Sweden-Denmark-Norway (Öresund-Kattegat-Skagerrak)	SE DK	NO	141 300 000			141 300 000

No	CCI	Name of the programme	Member States	Non-Member States	Global ERDF contribution	IPA II contribution	NDICI contribution	Total
26	2021TC16RFCB026	(Interreg VI-A) Latvia-Lithuania	LV LT		45 926 498			45 926 498
27	2021TC16RFCB027	(Interreg VI-A) Sweden-Finland-Norway (AURORA)	SE FI	NO	125 314 359			125 314 359
28	2021TC16RFCB028	(Interreg VI-A) Slovenia-Croatia	SI HR		41 844 493			41 844 493
29	2021TC16RFCB029	(Interreg VI-A) Slovakia-Czechia	SK CZ		85 323 597			85 323 597
30	2021TC16RFCB030	(Interreg VI-A) Lithuania-Poland	LT PL		99 681 967			99 681 967
31	2021TC16RFCB031	(Interreg VI-A) Italy-France (Maritime)	IT FR		154 636 861			154 636 861
32	2021TC16RFCB032	(Interreg VI-A) France-Italy (ALCOTRA)	FR IT		182 330 487			182 330 487
33	2021TC16RFCB033	(Interreg VI-A) Italy-Switzerland	IT	CH	82 346 673			82 346 673
34	2021TC16RFCB034	(Interreg VI-A) Italy-Slovenia	IT SI		70 898 662			70 898 662
35	2021TC16RFCB035	(Interreg VI-A) Italy-Malta	IT MT		46 083 225			46 083 225
36	2021TC16RFCB036	(Interreg VI-A) France-Germany-Switzerland (Upper Rhine)	FR DE	CH	125 117 615			125 117 615
37	2021TC16RFCB037	(Interreg VI-A) France-Switzerland	FR	CH	69 766 796			69 766 796
38	2021TC16RFCB038	(Interreg VI-A) Italy-Croatia	IT HR		178 179 438			178 179 438

No	CCI	Name of the programme	Member States	Non-Member States	Global ERDF contribution	IPA II contribution	NDICI contribution	Total
39	2021TC16RFCB039	(Interreg VI-A) Belgium-France (Wallonie-Vlaanderen-France)	BE FR		286 882 570			286 882 570
40	2021TC16RFCB040	(Interreg VI-A) France-Belgium-Germany-Luxembourg (Grande Région/Großregion)	FR BE DE LU		181 942 401			181 942 401
41	2021TC16RFCB041	(Interreg VI-A) Belgium-The Netherlands (Vlaanderen-Nederland)	BE NL		205 405 605			205 405 605
42	2021TC16RFCB042	(Interreg VI-A) Romania-Hungary	RO HU		140 752 020			140 752 020
43	2021TC16RFCB043	(Interreg VI-A) Estonia-Latvia	EE LV		27 868 129			27 868 129
44	2021TC16RFCB044	(Interreg VI-A) Italy-Austria	IT AT		73 071 805			73 071 805
45	2021TC16RFCB045	(Interreg VI-A) Slovenia-Hungary	SI HU		14 109 017			14 109 017
46	2021TC16RFCB046	(Interreg VI-A) Slovenia-Austria	SI AT		45 846 198			45 846 198
47	2021TC16RFCB047	(Interreg VI-A) Greece-Cyprus	EL CY		45 991 214			45 991 214
48	2021TC16RFCB048	(Interreg VI-A) Germany Denmark	DE DK		93 771 505			93 771 505
49	2014TC16RFPC001	PEACE PLUS Ireland-Northern Ireland/United Kingdom	IE	UK	234 474 919			234 474 919
50	2021TC16IPCB006	(Interreg VI-A) IPA Bulgaria North Macedonia	BG	MK	12 916 849	13 562 691		26 479 540
51	2021TC16IPCB007	(Interreg VI-A) IPA Bulgaria Serbia	BG	RS	15 804 360	16 594 578		32 398 938
52	2021TC16IPCB005	(Interreg VI-A) IPA Bulgaria Türkiye	BG	TR	14 269 738	14 983 225		29 252 963

No	CCI	Name of the programme	Member States	Non-Member States	Global ERDF contribution	IPA II contribution	NDICI contribution	Total
53	2021TC16IPCB003	(Interreg VI-A) IPA Croatia Serbia	HR	RS	18 673 977	19 607 676		38 281 653
54	2021TC16IPCB004	(Interreg VI-A) IPA Croatia-Bosnia and Herzegovina-Montenegro	HR	BA ME	57 407 658	60 278 041		117 685 699
55	2021TC16IPCB010	(Interreg VI-A) IPA Greece Albania	EL	AL	13 000 000	13 650 000		26 650 000
56	2021TC16IPCB009	(Interreg VI-A) IPA Greece North Macedonia	EL	MK	13 000 000	13 650 000		26 650 000
57	2021TC16IPCB001	(Interreg VI-A) IPA Hungary Serbia	HU	RS	31 000 000	32 550 000		63 550 000
58	2021TC16IPCB008	(Interreg VI-A) IPA Italy Albania Montenegro (South Adriatic)	IT	AL ME	32 695 846	34 330 638		67 026 484
59	2021TC16IPCB002	(Interreg VI-A) IPA Romania Serbia	RO	RS	36 374 062	38 192 765		74 566 827
60	2021TC16NXCB010	(Interreg VI-A) NEXT Hungary Slovakia Romania Ukraine	HU SK RO	UA	30 998 055		52 183 994	83 182 049
61	2021TC16NXCB013	(Interreg VI-A) NEXT Italy Tunisia	IT	TN	16 010 314		16 330 520	32 340 834
62	2021TC16NXCB009	(Interreg VI-A) NEXT Poland Ukraine	PL	UA	87 900 000		147 976 156	235 876 156
63	2021TC16NXCB011	(Interreg VI-A) NEXT Romania Republic of Moldova	RO	MD	36 250 000		61 025 434	97 275 434
64	2021TC16NXCB012	(Interreg VI-A) NEXT Romania Ukraine	RO	UA	25 350 000		42 675 717	68 025 717
Total:					6 112 737 573	257 399 614	320 191 821	6 690 329 008*

**List of transnational cooperation programmes with indication of the global amount of the total support from the European Regional Development Fund (ERDF),
the Instrument for Pre-accession (IPA III) and the Neighbourhood Development and International Cooperation Instrument (NDICI)**

No	CCI	Name of the programme	Member States	Non-Member States	Global ERDF contribution	IPA III contribution	NDICI contribution	Total
1	2021TC16IPTN001	(Interreg VI-B) IPA Adriatic-Ionian	EL HR IT SI	AL BA ME RS SM MK	65 848 129	70 840 386		136 688 515
2	2021TC16RFTN001	(Interreg VI-B) Alpine Space	DE FR IT AT SI	CH LI	107 051 188			107 051 188
3	2021TC16RFTN002	(Interreg VI-B) Atlantic Area	ES FR PT IE		113 075 964			113 075 964
4	2021TC16FFTN003	(Interreg VI-B) Baltic Sea Region	DE DK EE LV LT PL FI SE	NO	250 984 823			250 984 823
5	2021TC16RFTN003	(Interreg VI-B) Central Europe	CZ DE IT HR HU AT PL SI SK		224 623 802			224 623 802
6	2021TC16FFTN004	(Interreg VI-B) Danube	AT BG CZ DE HR HU RO SI SK	BA ME RS MD UA	165 424 228	30 000 000	29 179 524	224 603 752
7	2021TC16FFTN001	(Interreg VI-B) Euro Mediterranean (EURO MED)	BG EL ES FR HR IT CY MT PT SI	ME MK AL BA	216 559 226	18 340 000		234 899 226
8	2021TC16FFTN005	(Interreg VI-B) Northern Periphery and Arctic	IE FI SE	FO GL IS NO	43 716 415			43 716 415
9	2021TC16RFTN004	(Interreg VI-B) North Sea	BE DK DE FR NL SE	NO	171 154 311			171 154 311
10	2021TC16RFTN005	(Interreg VI-B) North West Europe	BE DE FR IE NL LU	CH	310 480 455			310 480 455
11	2021TC16RFTN006	(Interreg VI-B) South West Europe (SUDOE)	ES FR PT	AD	125 237 199			125 237 199

No	CCI	Name of the programme	Member States	Non-Member States	Global ERDF contribution	IPA III contribution	NDICI contribution	Total
12	2021TC16NXTN001	(Interreg VI-B) NEXT Mediterranean Sea Basin (NEXT MED)	EL ES FR IT MT CY PT	TR DZ EG IL JO LB PS TN	96 199 962	9 500 000	157 394 763	263 094 725
13	2021TC16NXTN003	(Interreg VI-B) NEXT Mid-Atlantic	ES PT	MA	36 123 317		36 418 825	72 542 142
14	2021TC16NXTN002	(Interreg VI-B) NEXT Black Sea Basin	BG EL RO	TR UA AM GE MD	14 552 489	9 500 000	60 958 067	85 010 556
Total:					1 941 031 508	138 180 386	283 951 179	2 363 163 073'

List of interregional cooperation programmes with indication of the global amount of the total support from the European Regional Development Fund (ERDF), and the Instrument for Pre-accession (IPA III) and the Neighbourhood Development and International Cooperation Instrument (NDICI)

No	CCI	Name of the programme	Member States	Non-Member States	Global ERDF contribution	IPA III contribution	NDICI contribution	Total
1	2021TC16RFIR001	(Interreg VI-C) Interreg Europe	All Member States	NO CH UA MD AL BA ME MK RS	379 482 670		5 000 000	384 482 670
2	2021TC16FFIR001	(Interreg VI-C) Urbact IV	All Member States	NO CH UA MD AL BA ME MK RS	79 769 799	5 000 000	2 000 000	86 769 799
3	2021TC16RFIR004	(Interreg VI-C) ESPON 2030 Cooperation Programme	All Member States	NO CH IS LI	48 000 000			48 000 000
4	2021TC16RFIR002	(Interreg VI-C) Interact	All Member States	NO CH	45 000 000			45 000 000
Total:					552 252 469	5 000 000	7 000 000	564 252 469*

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