



Vehicle  
Certification  
Agency

**A report specifying the values  
relating to the performance of  
manufacturers and pools of  
manufacturers of new passenger  
cars and new light commercial  
vehicles for the calendar year 2021  
pursuant to Regulation (EU)  
2019/631**

# Report pursuant to Regulation (EU) 2019/631 for the calendar year 2021

## 1. UK CO<sub>2</sub> emissions reduction standard regulations

- i) Since 2009, EU regulations have set carbon dioxide (“CO<sub>2</sub>”) emission targets for new cars, and since 2011 for new light commercial vehicles (“vans”) registered in the EU. Regulation (EU) 2019/631 (“the Regulation”), established EU-wide average CO<sub>2</sub> performance targets for manufacturers registering new cars and vans within the EEA market. These targets are currently set at 95g CO<sub>2</sub>/km and 147g CO<sub>2</sub>/km in 2021 for cars and vans respectively, based on a conversion from the New European Drive Cycle (“NEDC”) test procedure.
- ii) On 31 January 2020 the UK left the EU, and on 31 December 2020, the implementation period from the UK–EU Withdrawal Agreement ended. At that point, the Regulation was retained in UK domestic legislation and is known as ‘assimilated’ law.
- iii) Prior to the end of the EU Exit transition period, the Regulation was listed in the Northern Ireland Protocol, meaning that vehicles registered in Northern Ireland would have continued to be captured by the EU’s car and van CO<sub>2</sub> regime. However, on 18 December 2020 a decision by the EU-UK Joint Committee removed the Regulation from the Northern Ireland Protocol. This meant legislation could be made to bring Northern Ireland into scope of the GB regime. That legislation came into effect from 1 September 2021 meaning that the Regulation applied in GB from 1 January – 31 August 2021, and then on a UK-wide basis from 1 September 2021.
- iv) Since 1 January 2021, the Vehicle Certification Agency (“VCA”), on behalf of the Secretary of State for Transport, has enforced the Regulation, as amended, for all new cars and vans registered in the UK. From time to time, the Department for Transport (“DfT”) amended the Regulation with statutory instruments, to ensure it continued to operate effectively in the UK context.
- v) The Regulation was partially revoked and amended by the Vehicle Emissions Trading Schemes Order 2023 (“the VETS Order”), which established a new decarbonisation framework for new cars and vans, commonly referred to as the ‘Zero Emission Vehicle (“ZEV”) Mandate’. The ZEV Mandate replaced the Regulation as the primary decarbonisation regulation in England, Scotland and Wales from 3 January 2024, and in Northern Ireland from 1 January 2025.

## 2. Report background

- i) In accordance with Article 7 of the Regulation, the Secretary of State is required to determine, each year, the average specific emissions of CO<sub>2</sub> and the specific emissions target for each manufacturer and pool responsible for new passenger cars and new

light commercial vehicles registered in the United Kingdom, as well as for each pool of manufacturers.

- ii) As outlined at paragraph 1(iii), in 2021 the Regulation applied on a GB-wide basis from 1 January – 31 August and on a UK-wide basis from 1 September. Therefore the average specific emissions of CO<sub>2</sub> and the specific emissions target for each manufacturer and pool draws on registration data in the respective jurisdictions in the periods outlined above.
- iii) In accordance with Article 4 of the Regulation, manufacturers (or pool managers) are obligated to ensure that their average specific CO<sub>2</sub> emissions do not exceed their respective specific emissions targets.
- iv) In accordance with Article 7 of the Regulation, the calculation of the average specific emissions of CO<sub>2</sub> and the specific emissions targets for the calendar year 2021 are based on the Secretary of State's detailed reporting data collected from the registrations of new passenger cars and new light commercial vehicles during that calendar year.
- v) This report confirms or amends the provisional calculation of the average specific emissions of CO<sub>2</sub> and the specific emissions targets for manufacturers of new passenger cars and new light commercial vehicles for the calendar year 2021.
- vi) This report informs manufacturers of the values to be used for the final calculation of their specific emissions targets, pool targets, and derogated targets for the calendar year 2021.
- vii) The requirements and detail of this report are set out in Articles 7 and 9 of the Regulation.

### **3. Provisional data**

- viii) Manufacturers are required to register new passenger cars and new light duty vehicles with the Driver and Vehicle Licensing Agency (DVLA). At the end of each calendar year, the DVLA transmits this registration information to the DfT, where it is processed and then forms the basis of the provisional dataset.
- ix) The VCA received the provisional data from the DfT and calculated the provisional CO<sub>2</sub> emissions targets and the provisional average specific emissions for each manufacturer for the 2021 reporting period.
- x) In 2021, 58 manufacturers of new passenger cars and 27 manufacturers of new light commercial vehicles registered vehicles in the United Kingdom and were in scope of the Regulation.
- xi) In May and June 2023, the VCA asked manufacturers of new passenger cars and new light duty vehicles to verify the provisional 2021 data in accordance with Article 7(5) of the Regulation and to notify the VCA of any errors within three months of receipt of the notification.

- xii) The VCA has verified the errors notified by the manufacturers via the reporting process outlined in the error reporting guidance document<sup>1</sup> and the reasons for their corrections, and the provisional datasets were confirmed or amended as appropriate.
- xiii) In December 2024 the Government published a consultation<sup>2</sup> which, inter alia, proposed amending legislation to allow for the calculation of specific emissions targets using either all EU or all UK values in relevant parts of that calculation. This was to ensure consistency between the Regulation and the New Car and Van CO<sub>2</sub> Regulations Guidance 2022 V3 on the VCA website, following the identification of a discrepancy.
- xiv) In April 2025, the Government committed to reconciling the discrepancy in legislation. As such, the Vehicle Emissions Trading Schemes (Amendment) Order 2025 (S.I. 2025/678<sup>3</sup>) was made in June and came into force on 2 October 2025.
- xv) The VCA has now issued specific emissions targets for vehicle manufacturers and pools pursuant to this amendment and have assigned the higher of the EU derived or UK derived targets, by default.

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<sup>1</sup> Error reporting guidance link: Average Emissions Monitoring – Vehicle Certification Agency (vehicle-certification-agency.gov.uk)

<sup>2</sup> [Phasing out sales of new petrol and diesel cars from 2030 and supporting the ZEV transition - GOV.UK](#)

<sup>3</sup> S.I. 2025/678: [The Vehicle Emissions Trading Schemes \(Amendment\) Order 2025](#)

#### **4. Specific emissions targets and performance (new passenger cars and new light duty vehicles)**

- i) In accordance with Article 4 of the Regulation, a manufacturer should be considered as compliant with its specific emissions target where its average specific emissions of CO<sub>2</sub> do not exceed its specific emissions target.
- ii) In accordance with Article 6 of the Regulation, the compliance of manufacturers that are members of a pool is assessed at the level of the pool so that the pool is treated as a single manufacturer.
- iii) For manufacturers or pools that were granted a derogation from the specific emissions targets for calendar year 2021 in accordance with Article 10 of the Regulation, the average specific emissions of CO<sub>2</sub> are assessed against their granted derogated CO<sub>2</sub> emission targets.
- iv) Manufacturers which are listed in the pooling declaration but did not contribute eligible registrations to the pool in 2021 are not listed in the manufacturer tables (Annex 1, Part A, Table 1; Annex 1, Part B, Table 1) and do not contribute to the calculations underlying the values in the pool tables (Annex 1, Part A, Table 2; Annex 1, Part B, Table 2).
- v) The CO<sub>2</sub> savings achieved through the use of innovative technologies that make a verified contribution to CO<sub>2</sub> reductions as approved by the VCA in accordance with Article 11 of the Regulation (“eco-innovations”) are taken into account for the calculation of the average specific emissions of CO<sub>2</sub>, up to a total contribution of 7g CO<sub>2</sub>/km for each manufacturer or pool. Some EU Commission approved eco-innovations have also been accepted by the VCA for the purpose of administering the Regulation<sup>4</sup>.
- vi) In accordance with Article 5 of the Regulation, manufacturers were eligible to receive super-credits for registering zero or low emission vehicles (“ZLEVs”) in the UK market in 2021 and 2022. A ZLEV is defined as any car with CO<sub>2</sub> emissions of less than 50g CO<sub>2</sub>/km, whether NEDC or WLTP. Those credits were applied to the calculation of the manufacturer’s average specific emissions. For 2021, each ZLEV registered counted as 1.67 cars. Manufacturers could benefit from a cumulative maximum of 3.75g CO<sub>2</sub>/km (WLTP) reduction in their specific emissions of CO<sub>2</sub> performance over the course of the two-year period (2021 and 2022) in which super-credits applied.

#### **5. Final performance of manufacturers (new passenger cars and new light duty vehicles)**

- i) The final 2021 performance of new passenger cars and new light duty vehicles, for manufacturers (and pools), against their emissions targets, is listed in Tables 1 and 2, Annex 1, of this report. In accordance with S.I. 2025/678, individual targets are

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<sup>4</sup> New Car and Van CO<sub>2</sub> Regulations guidance 2022 V3 – Eco Innovations – Chapter 9:  
<https://www.vehicle-certification-agency.gov.uk/download-publication/3899/BD-065%20New-Car-and-Van-CO2-Regulations-Guidance-2022%20v.3/>

calculated using either all EU values or all UK values, determined by whichever target is higher.

- ii) In accordance with Article 6 of the Regulation, pools are treated as a single manufacturer for the purpose of issuing performance and targets, as well as any excess emissions premium imposed in accordance with Article 8.
- iii) If a manufacturer's, or a pool's, CO<sub>2</sub> emissions exceed its emissions target, an excess emissions premium is to be imposed in accordance with Article 8 of the Regulation. This is the case for one manufacturer of new passenger cars and two manufacturers of new light commercial vehicles in 2021.
- iv) In accordance with Article 2(4) of the Regulation, manufacturers responsible for fewer than 1000 new vehicle registrations are exempt from meeting a specific emissions target. It is, however, appropriate to calculate and report their average specific emissions, as well as the number of new vehicles registered.
- v) For the purposes of calculating average specific emissions:
  - The average specific emissions of CO<sub>2</sub> of new passenger cars registered in the UK in 2021 is 119.225g CO<sub>2</sub>/km.
  - The average test mass of new passenger cars registered in the UK in 2021 is 1636.662kg.
  - The average specific emissions of CO<sub>2</sub> of light duty vehicles registered in the UK in 2021 is 197.988g CO<sub>2</sub>/km.
  - The average test mass of new light duty vehicles registered in the UK in 2021 is 2273.734kg.
- vi) To note, this report does not contain the UK fleet-wide targets for manufacturers in 2025 and 2030 that were required by Article 9(3)(a) of the Regulation, or the values for  $a_{2021}$ ,  $a_{2025}$  and  $a_{2030}$ , for use in calculating CO<sub>2</sub> targets from 2025 and 2030 required by Article 10(3)(b) of the Regulation. This is because no targets derived from the Regulation are or will be in force in the UK in 2025 or 2030, due to the introduction of the VETS Order.

## Annex 1

### Part A - Performance of manufacturers of new passenger cars

**Table 1**

**Performance in the calendar year 2021 of individual manufacturers of new passenger cars in accordance with Article 9 of the Regulation**

A	B	C	D	E	F	G	H	I	J	K
Manufacturer name	Pool	Derogation	De minimis	Total Number of Registrations	Average Mass	WLTP Average specific emissions of CO <sub>2</sub>	Specific Emissions Target	Distance to target	Super-credits	CO <sub>2</sub> savings from eco-innovations
ALFA ROMEO SPA	STELLANTIS			1537	1658.904	189.869	123.483	66.386	0.000	0.810
ALPINA BURKARD BOVENSIEPEN GMBH E CO KG			D	120		238.425				
ASTON MARTIN LAGONDA LTD		Yes (EU)		1020	1996.784	288.316	314.806	-26.491	0.000	0.000
AUDI AG	VOLKSWAGEN AG			110637	1655.313	119.960	129.316	-9.356	3.750	1.261
AUDI HUNGARIA ZRT	VOLKSWAGEN AG			2354	1398.893	165.074	117.468	47.606	0.000	0.000
AUDI SPORT GMBH	VOLKSWAGEN AG			3043	1902.221	247.050	134.229	112.822	0.000	0.000
AUTOMOBILE DACIA SA	RENAULT S.A.S.			16669	1246.399	130.224	105.863	24.362	0.000	2.180
AUTOMOBILES CITROEN SA	STELLANTIS			18789	1254.534	123.340	118.954	4.386	0.161	2.065
AUTOMOBILES PEUGEOT SA	STELLANTIS			25091	1577.187	118.215	132.579	-14.364	3.750	1.998
AUTOMOBILI LAMBORGHINI SPA			D	508		337.069				

A	B	C	D	E	F	G	H	I	J	K
Manufacturer name	Pool	Derogation	De minimis	Total Number of Registrations	Average Mass	WLTP Average specific emissions of CO <sub>2</sub>	Specific Emissions Target	Distance to target	Super-credits	CO <sub>2</sub> savings from eco-innovations
BAYERISCHE MOTOREN WERKE AG				159686	1653.101	115.190	126.597	-11.407	3.750	1.856
BENTLEY MOTORS LTD		Yes (EU)		1332	2464.732	259.569	253.370	6.199	0.000	1.939
BUGATTI AUTOMOBILES SAS			D	2		539.000				
CATERHAM CARS LIMITED			D	7		145.000				
CNG-TECHNIK GMBH	VOLKSWAGEN AG			515	1709.204	132.116	138.417	-6.301	0.000	0.393
DR ING HCF PORSCHE AG	VOLKSWAGEN AG			13438	2016.990	152.123	136.371	15.752	3.750	0.952
FCA ITALY SPA	STELLANTIS			22105	1152.679	106.279	109.793	-3.515	3.750	1.060
FCA US LLC	STELLANTIS			4229	1617.516	160.536	123.768	36.768	3.750	0.171
FERRARI SPA		Yes (EU)		1008	1715.705	278.741	298.366	-19.625	0.000	0.000
FORD MOTOR COMPANY	VOLKSWAGEN AG			595	1829.262	268.022	116.145	151.877	0.000	1.655
FORD-WERKE GMBH	VOLKSWAGEN AG			110826	1431.164	115.550	122.440	-6.889	3.750	2.656
GENERAL MOTORS HOLDINGS LLC			D	21		277.000				
HONDA MOTOR CO LTD	TESLA-HONDA-JLR			26414	1420.657	118.444	118.597	-0.153	2.099	1.290

A	B	C	D	E	F	G	H	I	J	K
Manufacturer name	Pool	Derogation	De minimis	Total Number of Registrations	Average Mass	WLTP Average specific emissions of CO <sub>2</sub>	Specific Emissions Target	Distance to target	Super-credits	CO <sub>2</sub> savings from eco-innovations
HYUNDAI ASSAN OTOMOTIV SANAYI VE TICARET AS	HYUNDAI MOTOR COMPANY			15498	1089.895	120.978	97.659	23.319	0.000	0.634
HYUNDAI MOTOR COMPANY	HYUNDAI MOTOR COMPANY			28850	1587.017	61.515	121.190	-59.676	3.750	0.005
HYUNDAI MOTOR MANUFACTURING CZECH SRO	HYUNDAI MOTOR COMPANY			23779	1570.626	135.713	119.088	16.625	2.917	1.221
JAGUAR LAND ROVER LIMITED	TESLA-HONDA-JLR			70664	2203.052	160.908	147.143	13.765	3.750	0.728
KIA MOTORS CORPORATION	KIA			89101	1474.010	109.603	114.612	-5.009	3.750	0.664
KOENIGSEGG AUTOMOTIVE AB			D	1		381.000				
LOTUS CARS LIMITED			D	212		205.325				
MAGYAR SUZUKI CORPORATION LTD	MAZDA-SUBARU-SUZUKI-TOYOTA			8882	1292.509	124.052	113.703	10.348	0.000	1.853
MASERATI SPA			D	756		262.391				
MAZDA MOTOR CORPORATION	MAZDA-SUBARU-SUZUKI-TOYOTA			22043	1432.072	124.383	117.366	7.017	3.750	0.095
MAZDA MOTOR LOGISTICS EUROPE	MAZDA-SUBARU-SUZUKI-TOYOTA			3377	1409.917	128.127	116.775	11.351	0.000	0.046
MCLAREN AUTOMOTIVE LIMITED			D	323		275.331				
MERCEDES-AMG GMBH	MERCEDES-BENZ AG			70	1657.929	289.600	114.442	175.158	0.000	0.000

A	B	C	D	E	F	G	H	I	J	K
Manufacturer name	Pool	Derogation	De minimis	Total Number of Registrations	Average Mass	WLTP Average specific emissions of CO <sub>2</sub>	Specific Emissions Target	Distance to target	Super-credits	CO <sub>2</sub> savings from eco-innovations
MERCEDES-BENZ AG	MERCEDES-BENZ AG			97932	1725.846	116.975	124.541	-7.566	3.750	0.793
MG MOTOR UK LIMITED	VOLKSWAGEN AG			3926	1538.661	38.361	112.037	-73.676	3.750	0.000
mitsubishi FUSO TRUCK & BUS CORPORATION			D	1		392.000				
MITSUBISHI MOTORS CORPORATION	MITSUBISHI MOTORS CORPORATION			3704	1769.305	106.223	121.494	-15.271	3.750	0.000
MITSUBISHI MOTORS THAILAND CO. LTD	MITSUBISHI MOTORS CORPORATION		D	284		118.944				
MORGAN TECHNOLOGIES LTD			D	206		167.267				
NISSAN INTERNATIONAL SA				67249	1384.404	117.262	118.329	-1.067	3.750	1.706
OPEL AUTOMOBILE GMBH	STELLANTIS			35251	1472.332	130.619	124.649	5.971	0.296	3.272
POLESTAR PERFORMANCE AB				1884	2122.863	0.000	141.576	-141.576	0.000	0.000
PSA AUTOMOBILES SA	STELLANTIS			100916	1402.693	93.085	125.327	-32.242	3.750	2.475
RENAULT SAS	RENAULT S.A.S.			28218	1364.221	92.159	110.390	-18.231	3.750	1.509
ROLLS-ROYCE MOTOR CARS LTD			D	309		365.019				
SAIC MOTOR CORPORATION LIMITED	VOLKSWAGEN AG			26356	1498.464	103.269	109.805	-6.536	3.750	0.000

A	B	C	D	E	F	G	H	I	J	K
Manufacturer name	Pool	Derogation	De minimis	Total Number of Registrations	Average Mass	WLTP Average specific emissions of CO <sub>2</sub>	Specific Emissions Target	Distance to target	Super-credits	CO <sub>2</sub> savings from eco-innovations
SEAT SA	VOLKSWAGEN AG			49309	1341.932	117.351	113.981	3.369	3.750	2.563
SKODA AUTO AS	VOLKSWAGEN AG			53447	1426.797	116.219	117.824	-1.605	3.750	2.079
SSANGYONG MOTOR COMPANY			D	987		168.358				
SUBARU CORPORATION	MAZDA-SUBARU-SUZUKI-TOYOTA			1574	1692.481	184.836	124.772	60.064	0.000	0.194
SUZUKI MOTOR CORPORATION	MAZDA-SUBARU-SUZUKI-TOYOTA			11462	981.456	108.683	101.214	7.470	0.653	1.951
TESLA INC	TESLA-HONDA-JLR			34731	1893.907	0.000	112.636	-112.636	0.000	0.000
TOYOTA MOTOR EUROPE NV SA	MAZDA-SUBARU-SUZUKI-TOYOTA			112030	1395.692	111.638	121.299	-9.661	1.806	1.064
VOLKSWAGEN AG	VOLKSWAGEN AG			142477	1441.301	118.474	119.368	-0.894	3.750	1.149
VOLVO CAR CORPORATION				49918	1938.421	120.428	134.825	-14.397	3.750	0.000

### Explanatory notes to Table 1:

#### Column A

'Manufacturer name' means the name of the manufacturer as it appears on item 0.5 of the Certificate of Conformity.

## **Column B**

An entry in this column means that the manufacturer is a member of a pool of manufacturers formed pursuant to Article 6 the Regulation for which the pooling agreement is valid for the calendar year 2021.

Pooling arrangements from 2020 have not been automatically retained in the UK following EU Exit.

The manufacturers in a pool are considered as a single manufacturer for the purposes of meeting specific emissions targets.

The higher target for the pool – whether based on EU derived or UK derived values, takes precedence over the higher target for individual pool participants.

## **Column C**

'Yes,' means that a derogation has been granted by the Secretary of State for the calendar year 2021.

'Yes (EU)' means that a derogation granted by the Commission has been retained in the UK and applied for the calendar year 2021.

## **Column D**

'D' indicates that a 'de minimis' exemption applies: the manufacturer is responsible for fewer than 1,000 eligible registrations of new passenger cars and does not have to meet a specific emissions target in the calendar year 2021.

## **Column E**

'Total number of registrations' means the total number of new passenger cars registered in the calendar year 2021 in the UK for which the manufacturer is responsible.

## **Column F**

'Average mass' (kg) means the average of the mass in running order of the new passenger cars registered in the calendar year 2021 in the UK for which the manufacturer is responsible.

## **Column G**

'WLTP average specific emissions of CO<sub>2</sub>' (g CO<sub>2</sub>/km) means the average specific emissions of CO<sub>2</sub> determined in accordance with Commission Regulation (EU) 2017/1151 for new passenger cars registered in 2021 in the UK for which the manufacturer is responsible.

In calculating the WLTP average specific emissions of CO<sub>2</sub>, the following is taken into account, where applicable:

- the use of super-credits,
- CO<sub>2</sub> emission savings resulting from the use of eco-innovations.

## Column H

'Specific emissions target' (g CO<sub>2</sub>/km) is calculated according to the Regulation, Annex I, Part A, paragraph 4<sup>5</sup>.

For manufacturers where a derogation is indicated, this value is a derogated target.

## Column I

'Distance to target' (g CO<sub>2</sub>/km) means the difference between the WLTP average specific emissions of CO<sub>2</sub> and the specific emissions target.

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

## Column J

'Super-credits' are determined in accordance with Article 5 of the Regulation<sup>1</sup>.

Each new passenger car registered in 2021 in the UK with a WLTP specific emissions of CO<sub>2</sub> of less than 50 g CO<sub>2</sub>/km is counted as 1.67 passenger cars.

Super-credit savings have a cumulative maximum of 3.75g CO<sub>2</sub>/km over the course of 2021 - 2022.

In case the calculated amount of super-credits in calendar year 2021 was higher than the cap, the value used for the calculation is limited to this cap.

In such cases, these manufacturers will have no super credit savings applied in 2022.

## Column K

'Eco-innovation savings' are determined in accordance with Article 6 of Implementing Regulation (EU) 2017/1153 and point 4.1(f) of Commission Notice 2017/C 218/01.

Only eco-innovations approved in relation to the WLTP emission test procedure have been taken into account. Only eco-innovations valid in the UK have been taken into account.

For 2021, the eco-innovation multiplier is 1.9.

7 (g CO<sub>2</sub>/km) is the maximum amount of eco-innovation savings that a manufacturer may use in the calendar year 2021.

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<sup>5</sup> The Regulation was saved for monitoring and compliance by the VETS Order and the definitions in the Annex must be read in accordance Article 116 of the VETS Order. Please refer to paragraphs 7.13 – 7.18 of the Government guidance 'New UK Car and Van CO<sub>2</sub> Regulations Guidance for manufacturers on the legislation governing CO<sub>2</sub> emissions from new cars and vans sold in the UK': <https://www.vehicle-certification-agency.gov.uk/download-publication/3899/BD-065%20New-Car-and-Van-CO2-Regulations-Guidance-2022%20v.3/>

In case the calculated amount of eco-innovation savings in calendar year 2021 was higher than the Eco-innovations cap, the value used for the calculation is limited to this cap.

**Table 2****Performance in the calendar year 2021 of pools of manufacturers of new passenger cars in accordance with Article 9 of the Regulation**

A	B	C	D	E	F	G	H	I
Pool name	De minimis	Total Number of Registrations	Average Mass	WLTP Average specific emissions of CO <sub>2</sub>	Specific Emissions Target	Distance to target	Super-credits	CO <sub>2</sub> savings from eco-innovations
HYUNDAI MOTOR UK		68127	1468.207	99.856	114.514	-14.658	3.750	0.513
KIA		89101	1474.010	109.603	114.612	-5.009	3.750	0.664
MAZDA-SUBARU-SUZUKI-TOYOTA		159368	1368.413	114.457	117.810	-3.352	2.337	1.001
MERCEDES-BENZ AG		98002	1725.797	117.096	124.487	-7.391	3.750	0.793
MITSUBISHI MOTORS CORPORATION		3988	1711.818	106.863	119.443	-12.580	3.750	0.002
RENAULT S.A.S.		44887	1320.467	104.925	109.261	-4.336	3.750	1.735
STELLANTIS		207918	1401.851	107.772	122.119	-14.348	3.750	2.302
TESLA-HONDA-JLR		131809	1964.805	108.767	138.438	-29.671	3.750	0.562
VOLKSWAGEN AG		516923	1495.807	118.450	121.126	-2.675	3.750	1.616

## **Explanatory notes to Table 2:**

### **Column A**

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

### **Column B**

'D' indicates that a 'de minimis' exemption applies: the pool is responsible for fewer than 1,000 eligible registrations of new passenger cars and does not have to meet a specific emissions target in the calendar year 2021.

### **Column C**

'Total number of registrations' means the total number of new passenger cars registered in the calendar year 2021 in the UK for which the pool is responsible.

### **Column D**

'Average mass' (kg) means the average of the mass in running order of the new passenger cars registered in the calendar year 2021 in the UK for which the pool is responsible.

### **Column E**

'WLTP average specific emissions of CO<sub>2</sub>' (g CO<sub>2</sub>/km) means the average specific emissions of CO<sub>2</sub> determined in accordance with Commission Regulation (EU) 2017/1151 for new passenger cars registered in 2021 in the UK for which the pool is responsible.

In calculating the WLTP average specific emissions of CO<sub>2</sub>, the following is taken into account, where applicable:

- the use of super-credits,
- CO<sub>2</sub> emission savings resulting from the use of eco-innovations.

### **Column F**

'Specific emissions target' (g CO<sub>2</sub>/km) is calculated according to the Regulation, Annex I, Part A, paragraph 4.

### **Column G**

'Distance to target' (g CO<sub>2</sub>/km) means the difference between the WLTP average specific emissions of CO<sub>2</sub> and the specific emissions target. Where this value is greater than zero, this means that the specific emissions target has been exceeded.

### **Column H**

'Super-credits' are referred to in Article 5 of the Regulation and determined in accordance with point 4.1(g) of Commission Notice 2017/C 218/01.

Each new passenger car registered in 2021 in the UK with a WLTP specific emissions of CO<sub>2</sub> of less than 50 g CO<sub>2</sub>/km is counted as 1.67 passenger cars.

Super-credit savings have a cumulative maximum of 3.75g CO<sub>2</sub>/km over the course of 2021 - 2022.

In case the calculated amount of super-credits in calendar year 2021 was higher than the cap, the value used for the calculation is limited to this cap.

In such cases, these pools will have no super credit savings applied in 2022.

### **Column I**

'Eco-innovation savings' are determined in accordance with Article 6 of Implementing Regulation 2017/1153 and point 4.1(f) of Commission Notice 2017/C 218/01.

Only eco-innovations approved in relation to the WLTP emission test procedure have been taken into account. Only eco-innovations valid in the UK have been taken into account.

For 2021, the eco-innovation multiplier is 1.9.

7 (g CO<sub>2</sub>/km) is the maximum amount of eco-innovation savings that a pool may use in the calendar year 2021.

In case the calculated amount of eco-innovation savings in calendar year 2021 was higher than the Eco-innovations cap, the value used for the calculation is limited to this cap.

**Performance in the calendar year 2021 of individual manufacturers of new light commercial vehicles in accordance with Article 9 of the Regulation**

A	B	C	D	E	F	G	H	I	J
Manufacturer name	Pool	Derogation	De minimis	Total Number of Registrations	Average Mass	WLTP Average specific emissions of CO <sub>2</sub>	Specific Emissions Target	Distance to target	CO <sub>2</sub> savings from eco-innovations
ALKE SRL			D	6		0.000			
AUTOMOBILES CITROEN SA	STELLANTIS			11835	1966.548	216.522	235.581	-19.059	0.050
AUTOMOBILES PEUGEOT SA	STELLANTIS			32102	1883.102	177.160	218.186	-41.027	0.092
DFSK MOTOR CO LTD			D	5		181.800			
FCA ITALY SPA	STELLANTIS			6226	1879.736	210.701	216.653	-5.952	0.982
FORD MOTOR COMPANY OF AUSTRALIA LIMITED	FORD/VW			16665	2364.179	242.144	236.230	5.914	0.000
FORD-WERKE GMBH	FORD/VW			95114	2080.396	197.275	209.937	-12.663	0.000
GOUPIL INDUSTRIE SA			D	8		0.000			
ISUZU MOTORS LIMITED		Yes (EU)		3263	2082.121	230.292	265.970	-35.677	0.000
IVECO SPA				2258	2488.146	308.790	320.019	-11.229	0.000
JAGUAR LAND ROVER LIMITED		Yes		3266	2366.153	243.868	243.083	0.785	1.287

A	B	C	D	E	F	G	H	I	J
Manufacturer name	Pool	Derogation	De minimis	Total Number of Registrations	Average Mass	WLTP Average specific emissions of CO2	Specific Emissions Target	Distance to target	CO <sub>2</sub> savings from eco-innovations
LONDON EV COMPANY			D	347		21.000			
LOTUS CARS LIMITED			D	2		178.000			
MAN TRUCK & BUS SE	FORD/VW			1533	2231.287	246.483	242.753	3.730	0.000
MERCEDES-BENZ AG				23829	2307.481	219.621	242.798	-23.176	0.025
MITSUBISHI FUSO TRUCK & BUS CORPORATION			D	20		261.050			
MITSUBISHI MOTORS CORPORATION	MITSUBISHI MOTORS CORPORATION		D	0		0.000			
MITSUBISHI MOTORS THAILAND CO. LTD	MITSUBISHI MOTORS CORPORATION		D	844		247.878			
NISSAN INTERNATIONAL SA				13232	1994.578	201.567	208.710	-7.143	0.158
OPEL AUTOMOBILE GMBH	STELLANTIS			15429	1665.302	179.720	188.619	-8.899	0.192
PSA AUTOMOBILES SA	STELLANTIS			22668	1439.684	146.099	151.077	-4.978	0.026
RENAULT SAS				15589	1878.935	192.106	203.370	-11.263	0.444
RENAULT TRUCKS		Yes		1377	2375.887	304.192	304.000	0.192	0.411

A	B	C	D	E	F	G	H	I	J
Manufacturer name	Pool	Derogation	De minimis	Total Number of Registrations	Average Mass	WLTP Average specific emissions of CO2	Specific Emissions Target	Distance to target	CO <sub>2</sub> savings from eco-innovations
SAIC MAXUS AUTOMOTIVE CO LTD		Yes		3459	2444.310	123.034	160.000	-36.966	0.000
SSANGYONG MOTOR COMPANY			D	447		252.391			
SUZUKI MOTOR CORPORATION		Yes (EU)		395	1165.000	173.000	193.058	-20.058	0.000
TOYOTA MOTOR EUROPE NV SA				12663	2049.469	218.002	229.031	-11.029	0.009
VOLKSWAGEN AG	FORD/VW			30115	1980.109	195.187	197.866	-2.678	1.066

### Explanatory notes to Table 1:

#### Column A

'Manufacturer name' means the name of the manufacturer as it appears on item 0.5 of the Certificate of Conformity.

#### Column B

An entry in this column means that the manufacturer is a member of a pool of manufacturers formed pursuant to Article 6 of the Regulation for which the pooling agreement is valid for the calendar year 2021.

Pooling arrangements from 2020 have not been automatically retained in the UK following EU Exit.

The manufacturers in a pool are considered as a single manufacturer for the purposes of meeting specific emissions targets.

The higher target for the pool – whether based on EU derived or UK derived values, takes precedence over the higher target for individual pool participants.

**Column C**

'Yes' means that a derogation has been granted by the Secretary of State for the calendar year 2021.

'Yes (EU)' means that a derogation granted by the Commission has been retained in the UK and applied for the calendar year 2021.

**Column D**

'D' indicates that a 'de minimis' exemption applies: the manufacturer is responsible for fewer than 1,000 eligible registrations of new light commercial vehicles ('vans') and does not have to meet a specific emissions target in the calendar year 2021.

**Column E**

'Total number of registrations' means the total number of new light commercial vehicles ('vans') registered in the calendar year 2021 in the UK for which the manufacturer is responsible.

**Column F**

'Average mass' (kg) means the average of the mass in running order of the new light commercial vehicles ('vans') registered in the calendar year 2021 in the UK for which the manufacturer is responsible.

**Column G**

'WLTP average specific emissions of CO<sub>2</sub>' (g CO<sub>2</sub>/km) means the average specific emissions of CO<sub>2</sub> determined in accordance with Commission Regulation (EU) 2017/1151 for new light commercial vehicles ('vans') registered in 2021 in the UK for which the manufacturer is responsible.

In calculating the WLTP average specific emissions of CO<sub>2</sub>, CO<sub>2</sub> emission savings resulting from the use of eco-innovations are taken into account, where applicable.

**Column H**

'Specific emissions target' (g CO<sub>2</sub>/km) is calculated according to the Regulation, Annex I, Part B, paragraph 4.

For manufacturers where a derogation is indicated, this value is a derogated target.

**Column I**

'Distance to target' (g CO<sub>2</sub>/km) means the difference between the WLTP average specific emissions of CO<sub>2</sub> and the specific emissions target.

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

**Column J**

'Eco-innovation savings' are determined in accordance with Article 6 of Implementing Regulation 2017/1153 and point 4.1(f) of Commission Notice 2017/C 218/01.

Only eco-innovations approved in relation to the WLTP emission test procedure have been taken into account. Only eco-innovations valid in the UK have been taken into account.

For 2021, the eco-innovation multiplier is 1.9.

7 (g CO<sub>2</sub>/km) is the maximum amount of eco-innovation savings that a manufacturer may use in the calendar year 2021.

In case the calculated amount of eco-innovation savings in calendar year 2021 was higher than the Eco-innovations cap, the value used for the calculation is limited to this cap.

**Table 2****Performance in the calendar year 2021 of pools of manufacturers of new light commercial vehicles in accordance with Article 9 of the Regulation**

A	B	C	D	E	F	G	H
Pool name	De minimis	Total Number of Registrations	Average Mass	WLTP Average specific emissions of CO <sub>2</sub>	Specific Emissions Target	Distance to target	CO <sub>2</sub> savings from eco-innovations
FORD/VW		143427	2093.925	202.576	210.662	-8.087	0.224
MITSUBISHI MOTORS CORPORATION	D	844		247.878			
STELLANTIS		88260	1742.096	177.274	194.183	-16.909	0.150

**Explanatory notes to Table 2:****Column A**

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

**Column B**

'D' indicates that a 'de minimis' exemption applies: the pool is responsible for fewer than 1,000 eligible registrations of new light commercial vehicles ('vans') and does not have to meet a specific emissions target in the calendar year 2021.

**Column C**

'Total number of registrations' means the total number of new light commercial vehicles ('vans') registered in the calendar year 2021 in the UK for which the pool is responsible.

**Column D**

'Average mass' (kg) means the average of the mass in running order of the new light commercial vehicles ('vans') registered in the calendar year 2021 in the UK for which the pool is responsible.

**Column E**

'WLTP average specific emissions of CO<sub>2</sub>' (g CO<sub>2</sub>/km) means the average specific emissions of CO<sub>2</sub> determined in accordance with Commission Regulation (EU) 2017/1151 for new light commercial vehicles ('vans') registered in 2021 in the UK for which the pool is responsible.

In calculating the WLTP average specific emissions of CO<sub>2</sub>, CO<sub>2</sub> emission savings resulting from the use of eco-innovations are taken into account, where applicable.

**Column F**

'Specific emissions target' (g CO<sub>2</sub>/km) is calculated according to the Regulation Annex I, Part B, paragraph 4.

**Column G**

'Distance to target' (g CO<sub>2</sub>/km) means the difference between the WLTP average specific emissions of CO<sub>2</sub> and the specific emissions target.

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

**Column H**

'Eco-innovation savings' are determined in accordance with Article 6 of Implementing Regulation 2017/1153 and point 4.1(f) of Commission Notice 2017/C 218/01.

Only eco-innovations approved in relation to the WLTP emission test procedure have been taken into account. Only eco-innovations valid in the UK have been taken into account.

For 2021, the eco-innovation multiplier is 1.9.

7 (g CO<sub>2</sub>/km) is the maximum amount of eco-innovation savings that a manufacturer may use in the calendar year 2021.

In case the calculated amount of eco-innovation savings in calendar year 2021 was higher than the Eco-innovations cap, the value used for the calculation is limited to this cap.