

Message 001

Communication from the Commission - TRIS/(2026) 2587

Directive (EU) 2015/1535

Notification: 2026/0504/FR

Notification of a draft text from a Member State

Notification – Notification – Notifizierung – Нотификация – Oznámení – Notifikation – Γνωστοποίηση – Notificación – Teavitamine – Ilmoitus – Obavijest – Bejelentés – Notifica – Pranešimas – Paziņojums – Notifika – Kennisgeving – Zawiadomienie – Notificação – Notificare – Oznámenie – Obvestilo – Anmälan – Fógra a thabhairt

Does not open the delays - N'ouvre pas de délai - Kein Fristbeginn - Не се предвижда период на прекъсване - Nezahtuje prodlení - Fristerne indledes ikke - Καμμία έναρξη προθεσμίας - No abre el plazo - Viivituste perioodi ei avata - Määräaika ei ala tästä - Ne otvara razdoblje kašnjenja - Nem nyitja meg a késésekét - Non fa decorrere la mora - Atidėjimai nepradedami - Atlikšanas laikposms nesākas - Ma jiftaħx il-perijodi ta' dewmien - Geen termijnbegin - Nie otwiera opóźnień - Não inicia o prazo - Nu deschide perioadele de stagnare - Nezačína oneskorenia - Ne uvaja zamud - Inleder ingen frist - Ní osclaíonn sé na moilleanna

MSG: 20262587.EN

1. MSG 001 IND 2026 0504 FR EN 16-09-2026 FR NOTIF

2. France

3A. Ministères économiques et financiers

Direction générale des entreprises

SCIDE/ Pôle Normalisation et réglementation des produits

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3B. Ministère de la Transition écologique, de la Biodiversité et des Négociations internationales sur le climat et la nature

Direction générale de l'énergie et du climat

4. 2026/0504/FR - T40T - Urban and road transport

5. Order amending the Order of 14 December 2023 laying down the list of versions of electric passenger cars that have achieved the minimum environmental score required to be eligible for certain grants for the purchase or leasing of low-emission vehicles

6. New electric passenger cars

7.

8. This amending order updates the list of passenger car versions that have achieved the score according to the new methodology that entered into force on 8 April 2025. It adds 28 versions to the over 1 000 versions already listed in the amended Order of 14 December 2023. It also makes changes to TVV numbers and model names. Finally, it removes a TVV from the list.

9. The amending order updates the list of passenger car versions that have achieved the required score, mentioned in Article D251-1 of the Energy Code, according to the new methodology that entered into force on 8 April 2025. These versions are therefore eligible for certain grants for the purchase or leasing of low-emission vehicles, and for certain tax provisions, based on this criterion. It adds 28 versions to the over 1 000 versions already listed in the amended Order of 14 December 2023. It also makes changes to TVV numbers and model names. Finally, it removes a TVV from the list.

9a. This policy measure aims to ensure that grants for the purchase of new electric passenger cars and certain tax provisions are given priority for cars achieving the minimum environmental score, i.e. the most environmentally sound, in accordance with national and European objectives for decarbonising and reducing the environmental footprint of the vehicle fleet. Regularly updating the list of types, variants and versions (TVV) that meet the minimum environmental score ensures the effectiveness of the system by taking into account the continuous evolution of manufacturers' offerings. The system is based on an objective and transparent methodology, applied consistently to all vehicles concerned.

9b. The measure does not introduce a prohibition on placing new electric passenger cars on the market or restrict their circulation, but only conditions eligibility for certain public grants and adjusts the assessment of certain tax provisions. Updating the list of TVVs that meet the minimum environmental score, established by the Order of 14 December 2023, through an amending order, constitutes the least restrictive measure for ensuring a uniform, transparent and objective application of this system.

9c. The effects of the environmental score on the internal market remain limited and proportionate, since this system does not restrict the marketing or import of the vehicles concerned, but only regulates access to certain grants for the purchase of new electric cars and the assessment of certain tax provisions. The requirements applied are based on objective and non-discriminatory criteria, identical for all manufacturers. In light of the national and European objectives for reducing carbon footprints, the expected environmental benefits outweigh the limited administrative burdens imposed by the system.

10. References to the basic texts: 2023/0718/FR,2024/0056/FR

The basic texts have been forwarded with an earlier notification:

2023/0718/FR

2024/0056/FR

11. No

12.

13. No

14. Yes

15. No

16.

TBT aspects: No

SPS aspects: No

European Commission

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