

Message 001

Communication from the Commission - TRIS/(2025) 0926

Directive (EU) 2015/1535

Notification: 2025/0183/NL

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 - Nezahajuje 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 késések - Non fa decorrere la mora - Atidējimai nepradedami - Atlikšanas laikposms nesākas - Ma jiftaħ 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: 20250926.EN

1. MSG 001 IND 2025 0183 NL EN 31-03-2025 NL NOTIF

2. Netherlands

3A. Douane Groningen, Centrale dienst voor In- en Uitvoer.  
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3B. Ministerie van Infrastructuur en Waterstaat, Hoofddirectie Bestuurlijke en Juridische Zaken, Afdeling Milieu

4. 2025/0183/NL - T00T - TRANSPORT

5. Decree of ... amending the Decree on the labelling of the energy use of passenger cars in connection with the addition of power consumption to the label and some other changes.

6. Energy label for passenger cars

7.

8. On the basis of Directive 1999/94/EC, new passenger cars should be labelled showing the fuel consumption and CO<sub>2</sub> emissions for that car. This directive has been implemented in the Decree on the labelling of the energy use of passenger cars. This amendment to the Decree adjusts the format of the label so that the electricity consumption can be indicated on the label. This also makes it easier to compare electric cars with each other and electric cars with fossil fuel cars on energy consumption.

Articles C (Article 8) and D, E and F (Annexes 1, 2 and 3) of the Decision may contain technical requirements. Part C (Article 8) now refers more generically to the constants and values of the calculation method for the energy efficiency class and has adapted this article so that it is also suitable for the calculation of electric cars. In sections D, E and F (Annexes 1, 2, 3), the annexes have been adapted with the new format of the energy label. In addition to fuel consumption, electricity consumption is now reported there.

No mutual recognition provision has been included. This is not necessary because the energy label is mentioned by traders in the Netherlands when selling new passenger cars and there is no further obstacle to the placing on the market of passenger cars from other Member States.

9. The Decree constitutes the implementation of the Directive. This Directive aims to ensure that data on the fuel consumption and CO<sub>2</sub> emissions of new passenger cars offered for sale or lease in the EU are made available to consumers so that they can make an informed choice. The Directive contains minimum harmonisation: for example, Annexes I, II and III to the Directive set out the minimum requirements with which Member States must comply when monitoring fuel consumption labels, the consumption guide and the poster. This leaves room for Member States to impose more requirements on these documents at national level. When amending this Decree, this space will be used to inform consumers better about the energy efficiency of all passenger cars in order to allow for a comparison between them.

The requirements are non-discriminatory because, when establishing the requirements, no distinction is made on the basis of nationality. The requirement applies to all new passenger cars sold in the Netherlands. The requirement is also necessary because now the energy use of electric cars cannot be properly compared with each other and with fossil fuel cars. More than 30% of new sales now consist of electric cars and this share will grow in the coming years. In order to inform the consumer correctly, it is necessary to adjust this label because now no distinction can be made in the label for electric cars with a different energy efficiency. In addition, the amendment is proportionate because it does not go beyond what is necessary, but it is necessary to be able to enforce compliance. The label will be adjusted only so that the power consumption can also be indicated on the label and this will be included in the calculation of the energy efficiency class. The label was already mandatory for all new passenger cars and remains so. This is also the least restrictive means of achieving the objective. There is an overriding reason in the public interest, namely the protection of consumers and the protection of the environment. With this adaptation of the regulations, consumers can take into account a more informed choice when purchasing a new passenger car and the energy efficiency of electric cars. This contributes to the protection of the environment.

10. Numbers or titles of basic texts: There are no basic texts.

11. No

12.

13. No

14. No

15. No

16.

TBT aspects: No

SPS aspects: No

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European Commission

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