

Message 001

Communication from the Commission - TRIS/(2025) 1005

Directive (EU) 2015/1535

Notification: 2025/0197/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 késésekét - 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: 20251005.EN

1. MSG 001 IND 2025 0197 NL EN 04-04-2025 NL NOTIF

2. Netherlands

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4. 2025/0197/NL - T00T - TRANSPORT

5. Order of the State Secretary for Infrastructure and Water Management (...) on the determination of the energy efficiency class and for the definition of the constants and values for the calculation of the relative energy efficiency of passenger cars

6. Energy label for passenger cars

7.

8. The Order is based on the Decree on the labelling of energy consumption of passenger cars, which implements Directive 1999/94 (EC). In the amended Decree, which has been notified separately, the energy label is modified in such a way that the power consumption can be indicated on the label. In addition, the label makes it possible to compare energy consumption between electric passenger cars and between electric cars and fossil fuel cars on the basis of relative energy efficiency. The Order contains the calculation method for determining the relative energy efficiency of passenger cars and therefore the allocation of energy efficiency classes (the coloured arrows on the energy label) to passenger cars.

Article 2 regulates how the energy efficiency class is determined on the basis of relative energy efficiency. Article 3 elaborates how the constants and values from the Decree are calculated. These values are needed to calculate the reference value for energy consumption. This value is the measure used to determine how much more or less energy is consumed than the average for the vehicle size concerned and which energy efficiency class a passenger car ultimately falls into.

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 amendment to the label is intended to inform consumers better about the energy efficiency of electric passenger cars in order to allow for a comparison between them. To this end, the new Order includes the calculation of three additional energy efficiency classes to allow energy consumption to be compared between electric passenger cars (and other zero-emission hydrogen-powered passenger cars).

In the Order, the relative energy efficiency is calculated on the basis of the comparison value for power consumption. As a result, diesel, petrol and hybrid passenger cars can also be compared with electric passenger cars. The results of the calculation determine the allocation of an energy label with a certain energy efficiency class as described in the Decree.

The calculation is non-discriminatory because the calculation method to be used does not make a distinction on the basis of nationality. The calculation applies to all new passenger cars displayed for sale in the Netherlands. The new calculation method is necessary in order to properly compare the energy consumption of electric cars with that of fossil fuel cars. In addition, the amendment is proportionate because it does not go beyond what is necessary to calculate and compare energy consumption between cars on the basis of power consumption. The calculation method put forward is also the least restrictive means of making such a comparison in terms of energy consumption and for calculating power consumption. The energy label itself is only adapted to indicate power consumption. More than 30% of new sales now consist of electric cars and this share will grow in the coming years. The possibility for (potential) car users to compare the energy (in)efficiency of all cars constitutes a compelling reason of public interest, namely the protection of consumers and 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

European Commission

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