



Department
for Transport

Vehicle Emissions Trading Schemes (VETS)

2024 final compliance information

March 2026

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Background

1. [The Vehicle Emissions Trading Schemes Order 2023](#) (the VETS Order) establishes four vehicle emissions trading schemes (VETS) which regulate new zero emission vehicle (ZEV) registrations and non-ZEV CO₂ emissions for new cars and vans.¹
2. The Non-Zero-Emission Car Registration Trading Scheme (CRTS) and the Non-Zero Emission Van Registration Trading Scheme (VRTS) – known as the ZEV Mandate schemes – encourage the uptake of zero emission vehicles in line with a set trajectory by limiting the percentage of new car and van registrations that can be non-ZEV at a manufacturer fleet level.
3. The Non-Zero-Emission Car CO₂ Trading Scheme (CCTS) and the Non-Zero-Emission Van CO₂ Trading Scheme (VCTS) – known as the CO₂ regulation schemes - regulate the emissions of new non-ZEVs, ensuring the average CO₂ emissions of non-ZEVs do not get worse compared to a defined baseline.²
4. [Article 80 of the VETS Order](#) requires that, following administration of a scheme year, the administrator publish final VETS compliance information.
5. This report includes participant and market level information, as required by Article 80(1)(c)-(e) of the VETS Order. Vehicle-level information (required by Article 80(1)(a)-(b)) has been published alongside this report.
6. A methodology note detailing how VETS compliance data is generated is included in **Annex 3** of this report.

¹ “Car” and “van” have their meaning as defined in [Article 3 of the VETS Order](#).

² “Baseline” has its meaning as defined in [Article 3 of the VETS Order](#). Manufacturer CO₂ emissions baselines are calculated in accordance with [Schedule 1 of the VETS Order](#).

VETS 2024 compliance overview

7. The ZEV headline targets in 2024 were 22% for cars and 10% for vans. Both car and van markets over-complied with the VETS Order in the 2024 scheme year when looking at all vehicles registered in-scope of the VETS Order.
8. Participants complied primarily by selling ZEVs, with CO₂ emissions reductions from non-ZEVs also contributing to meeting ZEV targets via the conversion flexibility. Both approaches contribute towards UK carbon budgets by reducing emissions from cars and vans.
9. Across the market all the available flexibilities were used by participants within the schemes, reflecting their varied circumstances and compliance strategies. Flexibilities available for 2024 compliance were:
 - a. **Conversion:** participants could convert excess compliance between ZEV Mandate (CRTS and VRTS) and CO₂ regulation (CCTS and VCTS) schemes at set exchange rates.³
 - b. **Trading:** participants could sell excess allowances/credits to other participants, or purchase allowances/credits from other participants.⁴
 - c. **Borrowing:** participants could use allowances from future years to comply, subject to repayment plus 3.5% interest, compounded annually.⁵
 - d. **Banking:** participants could bank excess allowances to use in future scheme years.⁶
10. Participants could also earn credits in the schemes by selling zero emission special purpose vehicles (SPVs), wheelchair accessible SPVs, or by selling ZEVs to car clubs.

Car market compliance

11. 19.8% of new cars registered in the 2024 scheme year were ZEVs.
12. CCTS participants reduced their non-ZEV emissions by 7.3% on average compared to baseline levels by selling hybrid/plug-in hybrid vehicles and more fuel-efficient internal combustion engine (ICE) vehicles.
13. Car manufacturers used the CO₂ to ZEV conversion flexibility extensively to generate the equivalent of 4.7% additional ZEV registrations and borrowed the equivalent of 1.2% ZEV registrations.
14. As a result, the car market over-complied, with a substantial number of CRTS allowances banked for use in future scheme years.
15. Car manufacturers traded around 39,000 CRTS allowances (equivalent to 2.1% of total car registrations). Around two thirds of these were not required for 2024 compliance and were banked for future years. Average traded prices of CRTS and

³ VETS Order 2023 Articles [23](#), [35](#), [55](#), and [67](#). One CRTS allowance can be converted to 135 CCTS allowances, and 167 CCTS allowances can be converted to one CRTS allowance.

⁴ VETS Order 2023 Articles [25](#), [26](#), [37](#), [57](#), [58](#), [69](#).

⁵ VETS Order 2023 Articles [15](#), [47](#).

⁶ VETS Order 2023 Articles [14](#), [46](#).

CCTS allowances were less than a third of their respective compliance payment costs.

16. Car market ZEV Mandate compliance via ZEV sales and use of the flexibilities is shown in **Figure 1** below. Compliance information for individual and pool car manufacturers for the 2024 VETS scheme year is included in **Annex 1**, in line with the requirements of [Article 80 of the VETS Order](#).

Van market compliance

- 17. 6.8% of new vans registered in the 2024 scheme year were ZEVs.
- 18. VCTS participants reduced their non-ZEV emissions by 7.6% on average compared to baseline levels by selling hybrid/plug-in hybrid vehicles and more fuel-efficient ICE vehicles.
- 19. Van manufacturers used the CO₂ to ZEV conversion flexibility extensively to generate the equivalent of 5.3% additional ZEV registrations. Van manufacturers borrowed the equivalent of 0.2% ZEV registrations.
- 20. As a result, the van market over-complied, with a substantial number of VRTS allowances banked for use in future scheme years.
- 21. Van manufacturers traded around 200 VRTS allowances (equivalent to 0.1% of total van registrations). The traded prices of VRTS and VCTS allowances were substantially less than their respective compliance costs.
- 22. Van market ZEV Mandate compliance via ZEV sales and use of the flexibilities is shown in **Figure 1** below. Final compliance information for individual and pool van manufacturers for the 2024 VETS scheme year is included in **Annex 2**, as required under [Article 80 of the VETS Order](#).

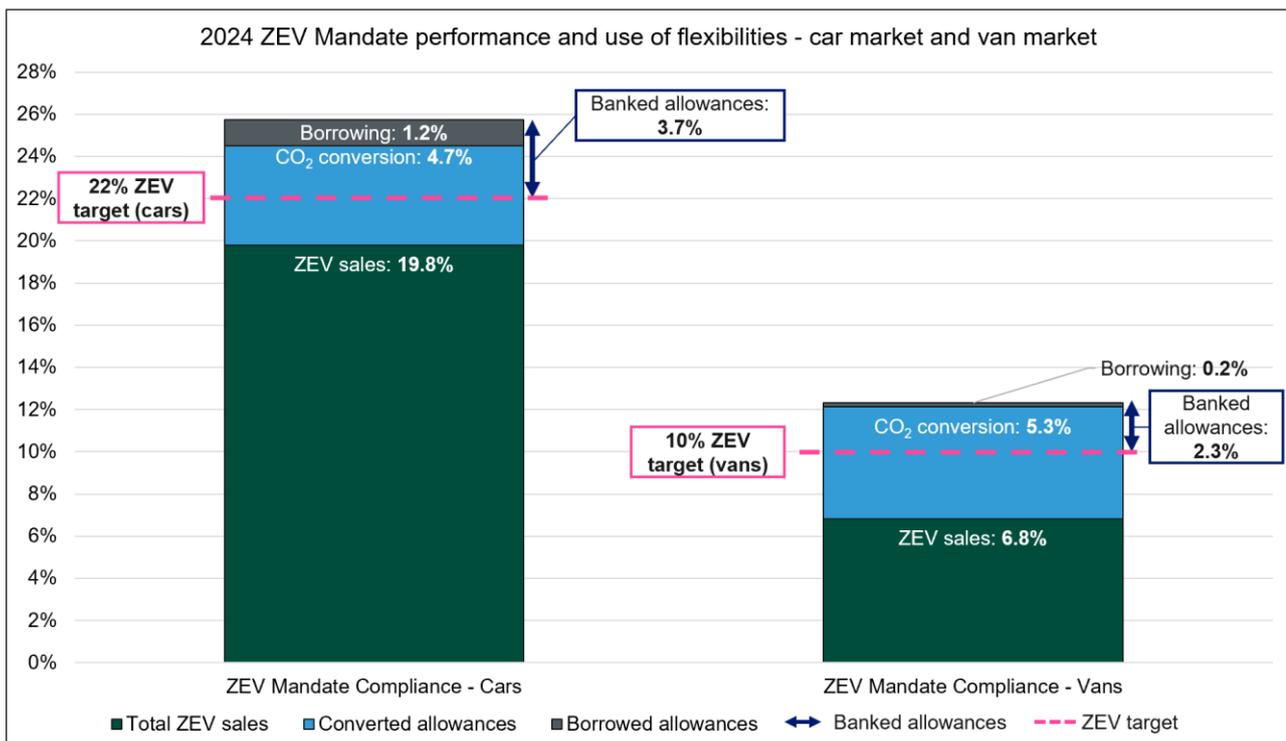


Figure 1 2024 ZEV Mandate performance and use of the flexibilities – car market and van market.

Annex 1 - Final compliance information for manufacturers of new cars.

Excludes CO₂ transfer (the most used flexibility) and individual manufacturer banking and borrowing decisions.

Table 1 – Vehicle emissions trading schemes final compliance information for manufacturers of new cars in accordance with Article 80 of the VETS Order

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
Manufacturer name	Pool	Low volume	CCTS (CO ₂ regulation) exemption	Total car registrations	Total ZE car registrations	Total NZE car registrations	ZE SPVs	ZE wheelchair accessible SPVs	ZE cars sold to car clubs	Total ZE SPV/ car club credits	CCTS (CO ₂ regulation) baseline	NZE car average CO ₂ emissions	Net trading - CRTS (ZEV Mandate)	Net trading - CCTS (CO ₂ regulation)
CAR MARKET		N/A	N/A	1,893,231	374,791	1,518,440	5	84	11	136.5	N/A	127.085	-	-
VOLKSWAGEN PC (POOL)	VOLKSWAGEN PC (POOL)	No	No	442,105	71,067	371,038	-	-	-	-	139.011	132.721	-	-
VOLKSWAGEN AG	VOLKSWAGEN PC (POOL)	Pool member		161,156	22,327	138,829	-	-	-	-	139.306	126.824	-	-
AUDI AG		Pool member		117,874	23,573	94,301	-	-	-	-	138.813	136.394	-	-
SKODA AUTO AS		Pool member		75,967	11,446	64,521	-	-	-	-	128.838	129.598	-	-
SEAT SA		Pool member		65,564	8,334	57,230	-	-	-	-	125.301	124.865	-	-
DR ING HCF PORSCHE AG		Pool member		19,484	5,387	14,097	-	-	-	-	221.531	196.392	-	-
AUDI SPORT GMBH		Pool member		1,895	-	1,895	-	-	-	-	245.120	248.520	-	-
AUDI HUNGARIA ZRT		Pool member		165	-	165	-	-	-	-	165.054	170.648	-	-
STELLANTIS (POOL)	STELLANTIS (POOL)	No	No	192,658	38,606	154,052	-	55	-	82.5	129.228	124.371	10,000	326,424
STELLANTIS AUTO SA	STELLANTIS (POOL)	Pool member		123,707	31,021	92,686	-	44	-	66.0	125.327	122.483	-	-
STELLANTIS EUROPE SPA		Pool member		23,082	4,292	18,790	-	-	-	-	126.903	111.529	-	-
OPEL AUTOMOBILE GMBH		Pool member		18,671	1,922	16,749	-	-	-	-	132.657	137.383	-	-
AUTOMOBILES CITROEN SA		Pool member		16,890	351	16,539	-	2	-	3.0	124.784	132.226	-	-
AUTOMOBILES PEUGEOT SA		Pool member		8,223	1,020	7,203	-	9	-	13.5	132.579	125.497	-	-
ALFA ROMEO SPA		Pool member		1,508	-	1,508	-	-	-	-	190.267	135.038	-	-
FCA US LLC		Pool member		577	-	577	-	-	-	-	164.358	200.931	-	-
BAYERISCHE MOTOREN WERKE AG		No	No	168,728	43,423	125,305	-	-	-	-	130.872	134.237	190	-
TOYOTA MOTOR CORPORATION		No	No	114,247	10,961	103,286	-	-	-	-	121.299	93.637	2,000	-
KIA MOTORS CORPORATION		No	No	108,401	15,195	93,206	-	-	-	-	135.217	118.932	-	-
FORD (POOL)	FORD (POOL)	No	No	104,982	9,185	95,797	5	29	-	48.5	124.388	115.474	12,833	-
FORD-WERKE GMBH	FORD (POOL)	Pool member		104,795	9,185	95,610	5	29	-	48.5	123.485	115.160	-	-
FORD MOTOR COMPANY		Pool member		187	-	187	-	-	-	-	251.642	275.968	-	-
MERCEDES-BENZ AG		No	No	101,822	24,909	76,913	-	-	-	-	137.326	139.602	1,779	-
NISSAN INTERNATIONAL SA		No	No	97,822	11,957	85,865	-	-	-	-	141.558	131.484	-	-
HYUNDAI MOTOR UK (POOL)	HYUNDAI MOTOR UK (POOL)	No	No	88,888	18,185	70,703	-	-	-	-	128.903	120.324	-	-
HYUNDAI MOTOR MANUFACTURING CZECH SRO	HYUNDAI MOTOR UK (POOL)	Pool member		41,808	10,357	31,451	-	-	-	-	139.191	119.078	-	-

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
Manufacturer name	Pool	Low volume	CCTS (CO ₂ regulation) exemption	Total car registrations	Total ZE car registrations	Total NZE car registrations	ZE SPVs	ZE wheelchair accessible SPVs	ZE cars sold to car clubs	Total ZE SPV/ car club credits	CCTS (CO ₂ regulation) baseline	NZE car average CO ₂ emissions	Net trading - CRTS (ZEV Mandate)	Net trading - CCTS (CO ₂ regulation)
HYUNDAI ASSAN OTOMOTIV SANAYI VE TICARET AS		Pool member		28,265	-	28,265	-	-	-	-	121.275	122.830	-	-
HYUNDAI MOTOR COMPANY		Pool member		17,621	6,931	10,690	-	-	-	-	121.190	114.698	-	-
GENESIS		Pool member		1,194	897	297	-	-	-	-	130.014	216.370	-	-
RENAULT PC (POOL)	RENAULT PC (POOL)	No	No	85,840	9,208	76,632	-	-	-	-	127.848	119.062	-	-
RENAULT SAS	RENAULT PC (POOL)	Pool member		62,977	8,198	54,779	-	-	-	-	125.277	117.950	-	-
AUTOMOBILE DACIA SA		Pool member		22,495	1,010	21,485	-	-	-	-	131.397	121.292	-	-
ALPINE DIEPPE JEAN REDELE		Pool member		368	-	368	-	-	-	-	130.014	154.481	-	-
SAIC MOTOR CORPORATION LIMITED		No	No	79,641	21,804	57,837	-	-	11	5.5	149.858	144.774	-4,000	-
JAGUAR LAND ROVER LIMITED		No	No	76,409	3,328	73,081	-	-	-	-	177.930	141.443	6,000	-901,994
VOLVO/POLESTAR (POOL)	VOLVO/POLESTAR (POOL)	No	No	74,166	26,237	47,929	-	-	-	-	135.077	128.052	-6,755	-
VOLVO CAR CORPORATION	VOLVO/POLESTAR (POOL)	Pool member		65,478	17,549	47,929	-	-	-	-	135.077	128.052	-	-
POLESTAR PERFORMANCE AB		Pool member		8,688	8,688	-	-	-	-	-	0.000	0.000	-	-
TESLA INC		No	Yes	50,049	50,049	-	-	-	-	-	Exempt	0.000	-24,533	-
HONDA MOTOR CO LTD		No	No	29,981	5,293	24,688	-	-	-	-	124.443	119.412	1,000	575,570
MAZDA MOTOR CORPORATION (POOL)	MAZDA MOTOR CORPORATION (POOL)	No	No	27,777	1,278	26,499	-	-	-	-	139.248	120.510	4,700	-
MAZDA MOTOR CORPORATION	MAZDA MOTOR CORPORATION (POOL)	Pool member		25,235	1,278	23,957	-	-	-	-	141.120	119.608	-	-
MAZDA MOTOR LOGISTICS EUROPE		Pool member		2,542	-	2,542	-	-	-	-	128.148	129.006	-	-
SUZUKI (POOL)	SUZUKI (POOL)	No	No	22,405	-	22,405	-	-	-	-	116.730	113.208	755	-
SUZUKI MOTOR CORPORATION	SUZUKI (POOL)	Pool member		11,485	-	11,485	-	-	-	-	110.253	105.259	-	-
MAGYAR SUZUKI CORPORATION LTD		Pool member		10,920	-	10,920	-	-	-	-	124.957	121.568	-	-
BYD		No	Yes	8,664	7,914	750	-	-	-	-	Exempt	29.512	-2,000	-
CHERY AUTOMOBILE CO LTD		No	No	3,837	1,070	2,767	-	-	-	-	130.014	162.371	-	-
SUBARU CORPORATION		Yes	No	2,369	447	1,922	-	-	-	-	186.639	185.179	-	-
SMART AUTOMOBILE CO., LTD.		Yes	Yes	1,779	1,779	-	-	-	-	-	Exempt	0.000	-1,779	-
KGM		Yes	No	1,539	51	1,488	-	-	-	-	182.044	189.667	-	-
WUHAN LOTUS CARS CO. LTD.		No	Yes	1,155	1,155	-	-	-	-	-	Exempt	0.000	-	-
GREAT WALL MOTOR COMPANY LIMITED		Yes	Yes	1,145	1,143	2	-	-	-	-	Exempt	133.000	-	-
ASTON MARTIN LAGONDA LTD		Yes	Yes	959	-	959	-	-	-	-	Exempt	293.843	-	-
FERRARI SPA		Yes	Yes	901	-	901	-	-	-	-	Exempt	267.221	-	-
BENTLEY MOTORS LIMITED		Yes	Yes	890	-	890	-	-	-	-	Exempt	225.342	-	-
AUTOMOBILI LAMBORGHINI SPA		Yes	Yes	787	-	787	-	-	-	-	Exempt	316.680	-	-

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
Manufacturer name	Pool	Low volume	CCTS (CO ₂ regulation) exemption	Total car registrations	Total ZE car registrations	Total NZE car registrations	ZE SPVs	ZE wheelchair accessible SPVs	ZE cars sold to car clubs	Total ZE SPV/ car club credits	CCTS (CO ₂ regulation) baseline	NZE car average CO ₂ emissions	Net trading - CRTS (ZEV Mandate)	Net trading - CCTS (CO ₂ regulation)
LOTUS CARS LIMITED		Yes	Yes	482	-	482	-	-	-	-	Exempt	220.656	-	-
MASERATI SPA		Yes	Yes	443	31	412	-	-	-	-	Exempt	225.621	-	-
ROLLS-ROYCE MOTOR CARS LTD		Yes	Yes	416	190	226	-	-	-	-	Exempt	365.381	-190	-
RENAULT TRUCKS		Yes	Yes	411	15	396	-	-	-	-	Exempt	190.563	-	-
INEOS		Yes	Yes	350	-	350	-	-	-	-	Exempt	317.531	-	-
MCLAREN AUTOMOTIVE LIMITED		Yes	Yes	235	-	235	-	-	-	-	Exempt	195.017	-	-
MAN TRUCK & BUS		Yes	Yes	213	-	213	-	-	-	-	Exempt	262.615	-	-
FISKER INC		Yes	Yes	166	166	-	-	-	-	-	Exempt	0.000	-	-
BRIGGS AUTOMOTIVE COMPANY		Yes	Yes	132	-	132	-	-	-	-	Exempt	186.786	-	-
ALPINA BURKARD BOVENSIEPEN GMBH E CO KG		Yes	Yes	89	-	89	-	-	-	-	Exempt	222.247	-	-
KNAUS		Yes	Yes	81	-	81	-	-	-	-	Exempt	291.551	-	-
SAIC MAXUS AUTOMOTIVE CO. LTD.		Yes	Yes	53	41	12	-	-	-	-	Exempt	237.000	-	-
GENERAL MOTORS HOLDINGS LLC		Yes	Yes	23	-	23	-	-	-	-	Exempt	277.000	-	-
OTHER MICRO VOLUME		Yes	Yes	191	71	120	-	-	-	-	Exempt	168.650	-	-

Explanatory notes to Table 1

Column	Column Header	Notes
A	Manufacturer name	'Manufacturer name' means the name of the manufacturer as it appears on the contact information form submitted by the manufacturer to the VETS Administration team.
B	Pool	An entry in this column means that the manufacturer is a "pool participant in the trading schemes" or a "member" of a pool participant as defined in Article 3 of the VETS Order . The pool name is included in this column. Pool participants are shown in the table with pool members below in grey with text italicised.
C	Low volume	'Yes' means that the manufacturer is a "low volume CRTS participant" as defined in Article 3 of the VETS Order .
D	CCTS (CO ₂ regulation) exemption	'Yes' means that the manufacturer registered fewer than 1,000 non-ZE cars in the 2024 scheme year and is not a participant in the CCTS.
E	Total car registrations	'Total car registrations' means the total number of new cars registered in the 2024 VETS scheme year for which the manufacturer is responsible.
F	Total ZE car registrations	'Total ZE car registrations' means the total number of new zero emission cars registered in the 2024 VETS scheme year for which the manufacturer is responsible.
G	Total NZE car registrations	'Total NZE car registrations' means the total number of new non-zero emission cars registered in the 2024 VETS scheme year for which the manufacturer is responsible.
H	ZE SPVs	'ZE SPVs' means the total number of ZE SPVs, excluding ZE wheelchair accessible SPVs, registered in the 2024 VETS scheme year for which the manufacturer is responsible. "SPV" is defined in Article 3 of the VETS Order .
I	ZE wheelchair accessible SPVs	'ZE wheelchair accessible SPVs' means the total number of ZE wheelchair accessible SPVs registered in the VETS 2024 scheme year for which the manufacturer is responsible. "ZE wheelchair accessible SPV" is defined in Article 3 of the VETS Order .
J	ZE cars sold to car clubs	'ZE cars sold to car clubs' means the total number of ZE cars sold to car clubs which were notified to the administrator during the scheme year. "Car club" is defined in Article 3 of the VETS Order .
K	Total ZE SPV/car club credits	'Total ZE SPV/car club credits' means the number of credits the manufacturer acquired under articles 19 , 20 , 21 and 22 of the VETS Order.
L	CCTS (CO ₂ regulation) baseline	'CCTS (CO ₂ regulation) baseline' means the manufacturer's CO ₂ emissions baseline calculated in accordance with Schedule 1 of the VETS Order . "Baseline" is defined in Article 3 of the VETS Order .
M	NZE car average CO ₂ emissions	'NZE car average CO ₂ emissions' means the average of the specific emissions of CO ₂ of the non-ZE cars of which the participant was the manufacturer and which were registered during the scheme year. "Specific emissions of CO ₂ " is defined in Article 3 of the VETS Order .
N	Net trading CRTS (ZEV Mandate)	'Net trading CRTS (ZEV Mandate)' means the net number of CRTS allowances which the manufacturer acquired or disposed of through trading during the trading window. "Trading" is a reference to trading allowances under Article 25 of the VETS Order . 1 CRTS allowance can be converted to 135 CCTS allowances.
O	Net trading CCTS (CO ₂ regulation)	'Net trading CCTS (CO ₂ regulation)' means the net number of CCTS allowances which the manufacturer acquired or disposed of through trading during the trading window. "Trading" is a reference to trading allowances under Article 37 of the VETS Order . 167 CCTS allowances can be converted to 1 CRTS credit.

Annex 2 - Final compliance information for manufacturers of new vans.

Excludes CO₂ transfer (the most used flexibility) and individual manufacturer banking and borrowing decisions.

Table 2 – Vehicle emissions trading schemes final compliance information for manufacturers of new vans in accordance with Article 80 of the VETS Order.

A	B	C	D	E	F	G	H	I	J	K	L	M	N
Manufacturer name	Pool	Low volume	VCTS (CO ₂ regulation) exemption	Total van registrations	Total ZE van registrations	Total NZE van registrations	ZE SPVs	ZE vans sold to car clubs	Total ZE SPV/ car club credits	VCTS (CO ₂ regulation) baseline	NZE van average CO ₂ emissions	Net trading - VRTS (ZEV Mandate)	Net trading - VCTS (CO ₂ regulation)
VAN MARKET		N/A	N/A	326,449	22,248	304,201	2	-	2.0	N/A	200.819	-	-
FORD N1 (POOL)	FORD N1 (POOL)	No	No	105,397	4,531	100,866	1	-	1.0	214.699	205.736	-	372,619
FORD-WERKE GMBH	FORD N1 (POOL)	Pool member		86,194	4,531	81,663	1	-	-	209.937	195.897	-	-
FORD MOTOR COMPANY OF AUSTRALIA		Pool member		19,203	-	19,203	-	-	-	242.116	247.577	-	-
STELLANTIS (POOL)	STELLANTIS (POOL)	No	No	86,553	7,678	78,875	1	-	1.0	197.390	177.706	-	-330,000
AUTOMOBILES PEUGEOT SA	STELLANTIS (POOL)	Pool member		36,906	4,105	32,801	1	-	-	218.186	199.735	-	-
STELLANTIS AUTO SA	STELLANTIS (POOL)	Pool member		25,421	2,346	23,075	-	-	-	151.077	146.272	-	-
OPEL AUTOMOBILE GMBH	STELLANTIS (POOL)	Pool member		12,330	741	11,589	-	-	-	188.619	146.241	-	-
AUTOMOBILES CITROEN SA	STELLANTIS (POOL)	Pool member		9,828	436	9,392	-	-	-	235.581	205.359	-	-
STELLANTIS EUROPE SPA	STELLANTIS (POOL)	Pool member		2,068	50	2,018	-	-	-	216.653	231.068	-	-
VOLKSWAGEN AG		No	No	33,552	3,014	30,538	-	-	-	203.168	201.523	-	-
RENAULT LCV (POOL)	RENAULT LCV (POOL)	No	No	25,551	1,415	24,136	-	-	-	208.542	180.786	-	-
RENAULT SAS	RENAULT LCV (POOL)	Pool member		25,546	1,410	24,136	-	-	-	208.542	180.786	-	-
AUTOMOBILE DACIA SA	RENAULT LCV (POOL)	Pool member		5	5	-	-	-	-	204.986	0.000	-	-
MERCEDES-BENZ AG		No	No	21,568	1,375	20,193	-	-	-	250.220	231.556	-	-
TOYOTA MOTOR CORPORATION		No	No	14,473	1,420	13,053	-	-	-	229.031	185.187	-	-
NISSAN INTERNATIONAL SA		No	No	6,565	957	5,608	-	-	-	230.881	190.747	-	-27,417
SAIC MAXUS AUTOMOTIVE CO. LTD.		No	No	6,218	912	5,306	-	-	-	249.248	248.322	-	-
ISUZU MOTORS LIMITED		No	No	6,020	-	6,020	-	-	-	227.384	231.938	195	27,417
JAGUAR LAND ROVER LIMITED		No	No	5,779	-	5,779	-	-	-	243.634	223.803	-	-42,619
IVECO SPA		No	No	5,422	39	5,383	-	-	-	320.019	267.809	-	-
MAN TRUCK & BUS		Yes	No	2,435	-	2,435	-	-	-	260.823	249.967	-	-
KGM		Yes	No	1,669	-	1,669	-	-	-	252.391	237.121	-	-
ISUZU TRUCK UK LIMITED		Yes	No	1,145	-	1,145	-	-	-	283.272	285.325	-	-
RENAULT TRUCKS		Yes	Yes	1,005	142	863	-	-	-	Exempt	213.137	-	-
SUZUKI MOTOR CORPORATION		Yes	Yes	962	-	962	-	-	-	Exempt	173.000	-	-
KNAUS		No	Yes	806	-	806	-	-	-	Exempt	262.569	-	-
INEOS		No	Yes	337	-	337	-	-	-	Exempt	310.801	-	-
DFSK		No	Yes	335	335	-	-	-	-	Exempt	0.000	-	-
BYD		No	Yes	195	195	-	-	-	-	Exempt	0.000	-195	-

A	B	C	D	E	F	G	H	I	J	K	L	M	N
Manufacturer name	Pool	Low volume	VCTS (CO ₂ regulation) exemption	Total van registrations	Total ZE van registrations	Total NZE van registrations	ZE SPVs	ZE vans sold to car clubs	Total ZE SPV/ car club credits	VCTS (CO ₂ regulation) baseline	NZE van average CO ₂ emissions	Net trading - VRTS (ZEV Mandate)	Net trading - VCTS (CO ₂ regulation)
MITSUBISHI FUSO TRUCK & BUS CORPORATION		No	Yes	174	3	171	-	-	-	Exempt	316.000*	-	-
GOUPIL INDUSTRIE SA		No	Yes	50	50	-	-	-	-	Exempt	0.000	-	-
SKODA AUTO AS		No	Yes	38	24	14	-	-	-	Exempt	155.000	-	-
OTHER MICRO VOLUME		No	Yes	200	158	42	-	-	-	Exempt	517.572	-	-

**NZE van average specific emissions of CO₂ value for MITSUBISHI FUSO TRUCK & BUS CORPORATION is based on a single vehicle registration, as all other emissions values were deemed invalid and were not corrected by the manufacturer during the error corrections process. As this manufacturer is not a VCTS participant, this does not affect their compliance position.*

Explanatory notes to Table 2

Column	Column Header	Notes
A	Manufacturer name	'Manufacturer name' means the name of the manufacturer as it appears on the contact information form submitted by the manufacturer to the VETS Administration team.
B	Pool	An entry in this column means that the manufacturer is a "pool participant in the trading schemes" or a "member" of a pool participant as defined in Article 3 of the VETS Order . The pool name is included in this column. Pool participants are shown in the table with pool members below in grey with text italicised.
C	Low volume	'Yes' means that the manufacturer is a "low volume VRTS participant" as defined in Article 3 of the VETS Order .
D	VCTS (CO ₂ regulation) exemption	'Yes' means that the manufacturer registered fewer than 1,000 non-ZE vans in the 2024 scheme year and is not a participant in the VCTS.
E	Total van registrations	'Total number of registrations' means the total number of new vans registered in the 2024 VETS scheme year for which the manufacturer is responsible.
F	Total ZE van registrations	'Total ZE van registrations' means the total number of new zero emission vans registered in the 2024 VETS scheme year for which the manufacturer is responsible.
G	Total NZE van registrations	'Total NZE van registrations' means the total number of new non-zero emission vans registered in the 2024 VETS scheme year for which the manufacturer is responsible.
H	ZE SPVs	'ZE SPVs' means the total number of ZE SPVs registered in the 2024 VETS scheme year for which the manufacturer is responsible. "SPV" is defined in Article 3 of the VETS Order .
I	ZE vans sold to car clubs	'ZE vans sold to car clubs' means the total number of ZE vans sold to car clubs which were notified to the administrator during the scheme year. "Car club" is defined in Article 3 of the VETS Order .
J	Total ZE SPV/car club credits	'Total ZE SPV/car club credits' means the number of credits the manufacturer acquired under articles 51 , 52 , 53 and 54 of the VETS Order.
K	VCTS (CO ₂ regulation) baseline	'VCTS baseline' means the manufacturer's CO ₂ emissions baseline calculated in accordance with Schedule 1 of the VETS Order . "Baseline" is defined in Article 3 of the VETS Order .
L	NZE van average CO ₂ emissions	'NZE van average CO ₂ emissions' means the average of the specific emissions of CO ₂ of the non-ZE vans of which the participant was the manufacturer, and which were registered during the scheme year. "Specific emissions of CO ₂ " is defined in Article 3 of the VETS Order .
M	Net trading VRTS (ZEV Mandate)	'Net trading VRTS (ZEV Mandate)' means the net number of VRTS allowances which the manufacturer acquired or disposed of through trading during the trading window. "Trading" is a reference to trading allowances under Article 57 of the VETS Order . 1 VRTS allowance can be converted to 206 VCTS allowances.
N	Net trading VCTS (CO ₂ regulation)	'Net trading VCTS (CO ₂ regulation)' means the net number of VCTS allowances which the manufacturer acquired or disposed of through trading during the trading window. "Trading" is a reference to trading allowances under Article 69 of the VETS Order . 216 VCTS allowances can be converted to 1 VRTS credit.

Annex 3 - Methodology note – VETS compliance dataset

1. VETS compliance data was gathered in accordance with [Part 4 \(Information\) of the VETS Order](#).
2. Manufacturers are required to register new passenger cars and new light duty vehicles with the Driver and Vehicle Licensing Agency (DVLA) via the [Register a Vehicle \(RaV\) service](#). The DVLA transmitted this information to the VETS Administrator in the Department for Transport (DfT), where it was processed and forms the basis of the provisional dataset.
3. The VETS Administrator cleaned the first registration dataset to exclude vehicles that do not fall within the definition of “car” or “van”, as set out in [Article 3 of the VETS Order](#),⁷ excluding:
 - a. Vehicles that were not type approved in category M1, N1 or N2.
 - b. Category N2 non-ZEVs.
 - c. Category N2 vehicles with a maximum mass over 4,250kg.
4. Vehicle registrations were assigned to VETS participants based on the vehicle’s World Manufacturer Identifier (WMI) code – the first three digits of the Vehicle Identification Number (VIN).
5. This provisional VETS compliance data was uploaded to the VETS IT System (“the registry” for the purposes of [Article 6 of the VETS Order](#)), enabling participants to view and download their own vehicle registration data. Participants were notified that their provisional compliance information had been prepared in line with [Article 77 of the VETS Order](#).
6. Participants were asked to review their provisional compliance data and provided the opportunity to notify the administrator of errors and submit corrections, in line with [Article 78 of the VETS Order](#).
7. The administrator reviewed all corrections submitted by manufacturers and validated a sample of changes against vehicles’ certificates of conformity (CoCs); individual vehicle approval certificates (IVACs), or by requesting alternative evidence where information could not be verified from CoCs or IVACs.
8. After reviewing and approving or rejecting all submitted corrections, the VETS Administrator finalised the VETS compliance data and notified participants of their compliance position ahead of the trading window, as required by [Article 79 of the VETS Order](#).
9. DfT officials have endeavoured to ensure this report and the associated data tables are accurate. However, should any errors be brought to light following publication then corrections will be made and updates provided.

⁷ The VETS Order defines “car” and “van” more narrowly than other DfT published datasets. As a result, total numbers of cars and vans in VETS compliance data will likely be lower than total car/van registrations reported in other sources.