

Sustainability Working Group – June 2025

Agenda

- Competition rules reminder
- Decarbonise Corporate Fleet
- Driving decarbonization in CRT
- Key updates EU initiatives
- AOB



Competition and compliance rules



DO'S:

- Ensure business contacts with competitors have a legitimate purpose and are supervised by the FCE Secretariat.
- If discussions go off-topic or are anti-competitive: change the subject, leave, and report the incident.
- Review agendas, follow them, and keep approved meeting minutes.
- Keep social interactions with competitors non-business related.
- Discuss general industry issues, publicly available info, and non-sensitive topics.

DON'TS:

- Do not discuss sensitive commercial strategies with competitors (pricing, marketing, target markets, etc.).
- Avoid sharing forward-looking, recent, or competitive data without FCE Secretariat's prior written consent.
- Do not use FCE premises for unofficial business activities outside of the official program.
- Do not engage in exclusionary practices or collective boycotts.

Update on the European Commission's agenda

- The proposal is expected to be fast-tracked through the Commission.
- A comprehensive impact assessment will not be conducted; the originally planned market study has been cancelled.
- The European Commission appears to have pre-determined its position in favor of introducing EV purchase mandates and maintaining a legislative proposal for the fall.
- Tentative date: European Commission High-level dialogue with the European Commission scheduled for 17 July.

Driving decarbonization in CRT



FCE draft position paper

Objective:

- Position FCE as a key player in road transport decarbonization.

Key Actions:

- Publish a position paper by June/July 2025.
 - *Written feedback on initial proposal by June 27?*
 - *Case studies?*
- Actively engage in the high-level dialogue.
- Launch an outreach campaign targeting the European Commission, MEPs, and Member States.
- Organise a dinner debate in Autumn 2025.

CO2 emission performance standards for new passenger cars and new light commercial vehicles for 2025 to 2027

- Regulation adopted on May 27 – pending publication in the Official Journal (OJ).
- Grants manufacturers flexibility in meeting CO2 targets for new passenger cars and light commercial vehicles.
- Allows compliance through average performance over 2025-2027, instead of meeting targets annually.
- Maintains overall CO2 reduction requirements for the period.

Key updates on EU initiatives



National energy and climate plans (NECPs)

- On 28 May 2025, the Commission published its [EU-wide assessment](#) of updated NECPs.
 - **23 NECPs assessed**, Slovakia pending
 - **Belgium, Estonia and Poland** must submit final plans without delay.
- The EU is on track for a **54% net GHG emissions reduction by 2030** (vs. 1990).
- NECPs show increased focus on **transport decarbonization**, but **more efforts is needed**.
- **ETS2** and the **Social Climate Fund** are key instruments, **requiring strong national support**.
- Most Member States plan to support electrification and roll-out zero-emission infrastructure (roads, rail, ports, airports). Some still support fossil-fuelled vehicles, which undermines climate goals and should be phases-out.
- The Commission calls for:
 - **Swift ETS2 implementation**
 - Further analysis on **impacts, vulnerable groups, and policy frameworks** to inform Social Climate Plans (due 30 June 2025).

Energy Taxation Directive

- The **European Parliament** has relaunched discussions with two new draft reports in the [ECON](#) and [TRAN](#) Committees,
- The Parliament is consulted, but not a co-legislator,
- The **Polish Presidency** presented a [progress report](#) stressing that **further work is needed to “reconcile the positions of the delegations”**.
- The **Danish Presidency** has expressed its ambition to **reach an agreement**.

Technological and market readiness of heavy-duty road transport vehicles

- [Report](#) on the state of readiness published on 27 May.
- **400,000–600,000 zero-emission heavy-duty vehicles** projected in the EU by **2030**, mostly **battery-electric**.
- **1 in 3 new trucks** expected to be **zero-emission** by 2030.
- **Battery-electric trucks** to make up **~90%** of the green fleet – already the **main investment focus** for manufacturers.
 - **7,500 new battery-electric trucks** expected in **2024**.
 - **Medium trucks (5–7.4t)** lead in electric adoption.
- **Key challenge:**
 - **Charging infrastructure** requires major investment over the next 5 years to meet AFIR targets.
 - Main barrier: **Grid capacity constraints**.
- **Hydrogen infrastructure** still hindered by **market uncertainty** around technology choice.

Key updates on EU initiatives



Upcoming developments

- **EU Climate Law – 2040 Targets**
 - European Commission to publish proposal on 2 July 2025
 - Danish Presidency aims to reach a general approach by 18 September 2025.
- **European Clean Transport Corridor Initiative**
 - Before summer break, the Commission will release an **initial map of relevant HDV recharging pools** along:
 - Scandinavian-Mediterranean Corridor
 - North Sea-Baltic Corridor.

AOB : Any other question you would like to raise with the group?

Sustainability working group calendar :

- July 24th at 14:00 CEST**
- September 11th at 14:00 CEST
- October 23rd at 14:00 CEST
- December 11th at 14:00 CEST