

Sustainability Working Group – July 2025

Agenda

- Competition rules reminder
- FCE pp on driving decarbonization in CRT
- Update on Greening Corporate Fleet
- Public consultation on CO2 Emission standards for cars and vans
- NSM joint statement
- Other policy developments
- AOB



1. 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.

2. FCE position paper on Driving decarbonization in Commercial Road Transport



FCE draft position paper

Objective:

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

Point of discussion:

- New outline
- Real-life examples
- Market readiness comparisons

2. FCE position paper on Driving decarbonization in Commercial Road Transport



New outline proposal

Title: Clearing the Roadblocks: Why EU policy is hampering the decarbonisation of commercial road transport – and how we can turn the corner - A position paper from FCE

1. Why current EU policies are hampering the decarbonisation of commercial road transport

a. The decarbonisation of CRT is well behind schedule

- I. The poor uptake of zero-emission trucks
- II. The current lack of charging infrastructure

b. What are the most important roadblocks preventing faster progress.

- I. The lack of regulatory harmonisation across the EU
- II. The failure to embrace technology neutrality
- III. For SMEs, the TCO of a diesel truck remains significantly cheaper than the TCO of a zero-emission truck

2. How can we turn the corner – Policy recommendations

3. Conclusion

4. Appendix

a. About FCE

b. The role of fleet cards in supporting a cleaner and more efficient road transport sector

2. FCE position paper on Driving decarbonization in Commercial Road Transport



Promotion of the position paper

Indicative timeline:

- **Dinner-debate at the European Parliament** – planned for November (*MEP Alexandr Vondra, with support from Eurowag*)
- **Communication campaign** to be launched 4-weeks prior to the event
 - Op-ed in a Brussels-based publication (*tbc*)
 - Event summary article highlighting key takeaways(2 – 4 weeks after the event - *tbc*)
 - Broad dissemination of the position paper to relevant EU relevant stakeholders

Next steps:

- Confirm the **date of the policy event**
- FCE members to inform the Secretariat of
 - any **existing contact with MEPs**
 - Their availability to coordinate outreach with the Secretariat, particularly to MEPs from their home country.

3. Update on Greening Corporate Fleet



Update on the European Commission's agenda

- High-level strategic dialogue held on 17 July
- Participants raised concerns about mandates; called for incentives and improved infrastructure
- Commission proposal (not discussed on 17 July)
 - 60 % EV target by 2026
 - 100% EV target by 2030
- Proposal is expected to be fast-tracked through the Commission (simplified impact assessment)
- Call for evidence to be launched by the end of July (8 -12-week consultation)
- Legislative proposal expected in Q4 2025

Next steps

- FCE will prepare a **response to the call for evidence**
- Draft document to be circulated once available

4. Public consultation on revision of CO₂ Emission standards for cars and vans



Public consultation open until 10 October 2025

- **Regulation (EU) 2019/631** sets CO₂ performance targets for new cars and vans, tightening every 5 years toward **100% reduction by 2035**.
- March 2025 Automotive Action Plan confirmed intent to accelerate the review of CO₂ standards for LDVs.
- Review to consider updated targets, technological developments (incl. plug-in hybrids), and the need for a viable, socially fair transition to zero-emission mobility.
- **Progress report** due from the European Commission by **31 December 2025**.
- Commission proposal expected in **Q2 2026**.

4. Public consultation on revision of CO2 Emission standards for cars and vans



Structure of the questionnaire

2. Retrospective evaluation of current CO2 standards for LDVs

3. Forward-looking questions for the review of CO2 standards – covering:

- Challenges and market barriers
- Automotive value chain
- 2035 CO2 targets for cars & vans
- Flexibilities, fuels, excess emissions premiums
- Monitoring & energy efficiency of ZEVs
- Other technical provisions

4. Review of the car labelling directive

Discussion Points

Proposal: FCE to respond to the consultation, focusing on:

- Coherence & EU added value of current regulation (Q6, Q7, Q8)
- Challenges & market barriers (Q9, Q10, Q11)
- Fuels (Q18)
- Excess emissions premiums (Q19)
- Other relevant sections if identified by members

Do we agree with this focus?

Are there additional sections members believe FCE should address?

5. Industry Declaration on the Future of the European Automotive Sector



- Initiative led by Eurogas (discussed within the Network for Sustainable Mobility – NSM)
- Declaration to be published in late September at an official event
- Signatories to go beyond NSM group (OEMs to be invited + will remain open to other trade associations and companies aligned with the EU's 2050 Net Zero goal)

Main Calls to Action:

1. Define CO₂ Neutral Fuels: Include all renewable fuels meeting RED sustainability criteria as use-phase neutral.

2. Implement a Carbon Correction Factor: Adjust vehicle emissions based on market share of CO₂ neutral fuels for accurate emission accounting.

3. Recognize Zero Emission Vehicles: Grant ZEV status to vehicles running exclusively on CO₂ neutral fuels and encourage their deployment.

Discussion points:

- NSM group currently discussing whether the preferred CCF methodology (based on [WGMM](#) approaches) should be explicitly promoted in the declaration?
- Should FCE co-sign the statement ?

6. Other policy developments



Eurovignette - Update

- On 27 June, the European Commission proposed to extend the toll exemption for zero-emission HDVs until 30 June 2031
- Without any extension, the exemption would be limited to a maximum 75% reduction starting 1st January 2026
- A fast-track procedure is currently under discussion in the European Parliament

[https://www.europarl.europa.eu/RegData/docs_autres_institutions/commission_europeenne/com/2025/0348/COM_COM\(2025\)0348_EN.pdf](https://www.europarl.europa.eu/RegData/docs_autres_institutions/commission_europeenne/com/2025/0348/COM_COM(2025)0348_EN.pdf)

6. Other policy developments



Danish presidency

- **CountEmission EU**
 - Relaunch of discussions – 1st trilogue on 2 July
 - 2nd trilogue planned mid-October

- **Energy Taxation Directive**
 - 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 by mid-November.

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ETS 2

- In **late June**, a **joint letter from 18 Member States** raised concerns about **price uncertainty** and the **risk of high carbon prices** under ETS2.
- The letter includes **five proposals**, **four** of which would **require revising ETS2**.
- The **main objective** is to ensure **greater price stability and predictability**, especially **after 2031**.
- Does not call for postponing ETS2 or making participation voluntary.
- Signatories: Austria, Belgium, Bulgaria, Croatia, Czechia, Estonia, Germany, Greece, Italy, Latvia, Lithuania, the Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, and Spain.

Potential Chinese biofuel imports fraud

- No conclusive evidence of fraud found by the [European Commission](#), but systemic weaknesses in certification audits were identified.
- The Commission is working with MS to revise certification rules, enhance the Union biofuels database, and improve fraud prevention through updated standards and mandatory traceability by 2026,

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

Sustainability working group calendar :

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