

Sustainability WG Meeting

Minutes

28 January 2026



Minutes and Actions

Meeting of the Fleet Cards Europe Sustainability Working Group

28 January 2026, 15:00 (CET)

Location	Hybrid : Brussels/Online	
Chair	Matthias Maedge – Eurowag	
Attendance	Antonio Chiesa – DKV John Clifford - WEX Pablo Combalia Travesset - OnTurtle Vashti Higgins - Cardtrend Tomáš Janura - MOL Anne Jouve - Edenred Jenny Pidgeon – Eurowag Michael Mc Dermott – Radius Jan Simunek – Eurowag / Lomond Corporate Relations Frank Van Loon - TFC Alexander Zandbergen - TFC	Secretariat : Aurélie Decker Peigneur, FCE
Apologies	Marcel Brouwer – Multi Tank Card Delphine Chilese-Lemarinier – Edenred Pauline Gain – Edenred Jakub Szalaty – E100	
Content	<ol style="list-style-type: none"> 1. Competition compliance reminder 2. Automotive Package 3. Sustainability Working Group - 2026 roadmap 4. WGMM – Fleet cards monitoring methodology 5. Opening for candidacies for the position of Chair 6. Information points 7. AOB 	

1) Competition compliance reminder

FCE Secretary General reminded all participants to comply with competition law.

2) Automotive Package

- The Secretary General presented an overview of the Automotive Package, including the state of play of the legislative process and the main public reactions from political groups and key mobility and energy stakeholders (*see slide deck*).
- Participants shared feedback on the **MEP lunch debate** held prior to the meeting with MEP Alexandr Vondra (Czechia, ECR) as host. The discussion was considered positive, although it remained high-level and did not explore the details of the Automotive Package. Nevertheless, the MEPs were attentive and the main messages and key figures from the Business Factsheet were successfully conveyed.
- The Secretary General informed participants that the lunch debate will be promoted on FCE's website and LinkedIn page in the coming days. Members are encouraged to amplify the message by liking or sharing the post.
- Regarding follow-up to **FCE's work on the Automotive Package**, members agreed on the need to:
 - Follow up the event with bilateral meetings with decision-makers and continue awareness-raising efforts to strengthen FCE's visibility.
 - Coordinate messaging to MEPs, making use of members' national connections where possible. Prioritise bilateral meetings with MEPs.
 - Focus advocacy on a limited number of concrete proposals, distilling the November 2025 FCE position paper into three key arguments supported by data.
 - Improve decision-makers' understanding of how the system works and link challenges with practical solutions that accommodate both Eastern and Western Europe.
 - Emphasise common elements across all vehicle categories (LDVs and HDVs).
- In reviewing the November 2025 FCE position paper, participants agreed that FCE advocacy should focus on three core recommendations:
 - Align all transport legislation under a unified, technology-neutral WTW framework.
 - Revise the HDV CO₂ emission standards regulation and incorporate fleet cards as a monitoring and reporting tool to verify the use of decarbonised fuels.
 - Reject mandatory fleet purchase mandates and prioritise an incentive-based, market-driven approach.
- Participants also discussed the unique role of fleet cards in monitoring the use of carbon-neutral fuels and the opportunity for the sector to position itself as a key and distinctive actor in this area. A public statement outlining the certified and standardised data that fleet card companies can provide could be considered. This would demonstrate the sector's

capacity to monitor fuel use and support a diversified energy mix in the decarbonisation of road transport.

- For **follow-up actions**, the Secretariat suggested that, regarding the revision of CO₂ emission standards for LDVs, FCE could co-sign the joint statements proposed by the Network for Sustainable Mobility (NSM) and WGMM. Participants also agreed with the proposal. They also requested that FCE develop its own position on the Clean Corporate Vehicle Initiative (CCV), rejecting the proposed methodology for calculating national targets and preventing a similar approach from being applied to HDVs, while emphasising incentive-based measures.

Action
<p>The Secretariat to:</p> <ul style="list-style-type: none"> ○ circulate pictures from the MEP lunch debate so members can share them on LinkedIn. ○ continue monitoring reactions to the CCV initiative and begin drafting an FCE response. ○ continue monitoring discussions on the Automotive Package. <p>Members to:</p> <ul style="list-style-type: none"> ○ review the NSM and WGMM draft joint statements and provide feedback to the Secretariat by the end of the week. ○ provide feedback on the Business Factsheet to further improve the document.

3) Sustainability Working Group – 2026 Roadmap

- Following a written consultation of members, the Secretary General circulated a proposal for the 2026 Roadmap to the group ahead of the meeting. It was noted that EV-related topics will be refined through a dedicated online meeting with EV experts at a later stage.
- The group discussed the proposal and adopted the following revised Roadmap:

Monitoring	Knowledge-building	Influence	In-person meeting with external guests
EV tax incentives	ETS 2 implementation	Greening Corporate Fleets (CCV)	MEP lunch debate
AFIR review	CountEmission EU implementation	CO ₂ Emission standards	28 January 2026
Energy Taxation Directive revision	Non-financial reporting (CSR/ESRS and CSD3)	CO ₂ neutral fuel tracking (WGMM)	<i>Topic:</i> Decarbonisation of Corporate fleets: a pragmatic path to cleaner mobility

Access to in-vehicle data	Tolling – Eurovignette implementation		
AFIF/CEF			
TEN-T network			

- The group reserves the right to review the Roadmap during the course of 2026, should the need arise.

Action

The Secretariat and the Chair will jointly present the Sustainability Working Group Roadmap to the Board for information.

4) WGMM – Fleet cards monitoring methodologies

- The Secretary-General reminded the group of FCE’s objective to have fleet cards recognised by the WGMM as a methodology for tracking and reporting CO₂-neutral fuel consumption by the end of 2026. To date, three members (DKV, Eurowag and WEX) have designated experts to support the Secretariat within the WGMM Technical Subgroup and contribute to the preparation of the briefing document.
- The initially agreed timeline has been updated as follows:
 - By the end of February, submission of a technical abstract on fleet cards to the WGMM Secretariat.
 - In March, a legal review to ensure competition compliance prior to submission to the WGMM Technical Subgroup (SG1).
 - In Spring, discussion and endorsement of the technical abstract within SG1.
 - In the first half of the year, further work to develop a use case.

Action

The Secretariat will continue its work within the WGMM Technical subgroup.

5) Opening for candidacies for the position of Chair

- The group was informed that, in order to strengthen member engagement and ensure good governance principles, the Board unanimously approved at its December meeting the introduction of a formal rotation system for all Working Group Chairs. As a result, the Secretariat will shortly circulate a call for candidacies by email, allowing the Working Group to elect a new Chair at the March meeting.
- It was specified that, going forward, Chairs will be appointed for a two-year term. In accordance with the by-laws, only Full Members are eligible for appointment to Chair positions.

Action

The Secretariat will circulate a call for candidacies, accompanied by a note clearly outlining the role's responsibilities and expectations, including the expected level of involvement and time commitment.

6) Information points

- The Secretary-General reported that the European Commission issued interpretative guidelines on Articles 6 and 7 of the EETS Directive on 12 December. These guidelines clarify the rules for determining fair remuneration for the provision of electronic tolling services, ensuring a stable and transparent framework for both toll chargers and service providers (*see slide deck for further details*).
- Participants were also informed of the latest developments regarding the AFIF. It was noted that in mid-November 2025, €600 million had been awarded to 70 alternative fuel projects. However, the planned third funding round was cancelled as the program had exhausted its available budget. In January 2026, ACEA, IRU, and T&E jointly urged the Commission to extend AFIF into 2026–27, warning that a funding gap could stall the deployment of charging and hydrogen infrastructure for zero-emission heavy-duty vehicles (HDVs) (*see slide deck for further details*).

7) AOB

- The next Working Group meeting is scheduled for **19 March at 10:00 CET**.
- It was also suggested to hold a strategy in-person meeting for the Sustainability Working Group later in the year to discuss longer-term priorities and planning.