

Sustainability Working Group – April 2026

Agenda

1. Competition rules reminder
2. Automotive Package
3. General Block Exemption Regulation
4. WGMM – Fleet cards monitoring methodologies
5. Chair appointment
6. 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. Automotive Package (1/6)



Revised CO2 standards

- **Cars & vans - CO₂ standards:** 90% reduction in tailpipe CO₂ emissions by 2035 (vs. 2021) instead of 100% [*in practice, the 90% target corresponds to 11g CO₂/km*].
- **Emission compensation (residual 10%):** automakers can offset residual emissions through :
 - **Low-carbon steel produced in the EU** (up to 7%)
 - **E-fuels and biofuels** (up to 3%; first-generation biofuels excluded; waste-based biofuels capped at 1%).
 - OEMs may use both credits, but not on the same vehicle.
- **Technology neutrality beyond 2035:** continued sales of **PHEVs, range extenders, mild hybrids and ICE vehicles**, alongside BEVs and hydrogen vehicles, subject to compliance with the 90% target and offsetting rules.
- **Emission pooling:** automakers may pool emissions, allowing underperformers to purchase credits from over-achievers.
- **Vans:** 2030 CO₂ reduction target is **lowered from 50% to 40%**.
- **Heavy-duty vehicles:** targeted [amendment](#) allowing OEMs to accumulate more credits before 2030, easing post-2030 compliance while maintaining targets. -

ADOPTED

European Parliament

ENVI (lead)	TRAN (opinion)	ITRE (opinion)
Massimiliano Salini (EPP, IT)	Jens Gieseke (EPP, DE)	Matej Tonin (EPP, SL)
<i>Shadows</i>	<i>Shadows</i>	<i>Shadows</i>
Thomas Pellerin-Carlin (S&D – DK)	Vivien Costanzo (S&D, DE)	Yannis Maniatis (S&D, GR) / Daniel Attard (S&D, MT)
Sigrid Friis (Renew – DK)	Jan Christoph Oetjen (Renew, DE)	Andreas Glück (Renew, DE)
Michael Bloss (Greens – DE)	Lena Schilling (Greens, AT)	
Alexandr Vondra (ECR, CZ)	Adrian-George Axinia, (ECR, RO)	Pietro Fiocchi (ECR, IT)
Silvia Sardone (Pfe, IT)	PfE	
Jonas Sjöstedt (Left, SE)	ESN	
ESN ?	Left	

Indicative timeline: draft reports mid-May (ENVI) and June (TRAN & ITRE) plenary vote in November.

2. Automotive Package (2/6)



Revised CO2 standards

- **Cars & vans - CO₂ standards:** 90% reduction in tailpipe CO₂ emissions by 2035 (vs. 2021) instead of 100% [*in practice, the 90% target corresponds to 11g CO₂/km*].
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ADOPTED

European Council

- **Member States pushing back on lowering targets:** Sweden, Spain, France, Malta, Lithuania and Luxembourg
- **Member States calling for a bigger role for biofuels and e-fuels:** Czech Republic, Germany, Hungary, Italy, Poland and Slovakia

Germany's position

- Ensure that **vehicles powered exclusively by renewable fuels** (including advanced biofuels) can be counted as zero-emission vehicles under fleet regulations **with immediate effect**.
- Emissions above the 90% reduction target for new vehicles do not need to be fully offset.
- The quota for low-carbon steel must be met.
- Suspend tightening of the **utility factor** in 2027.
- Rejects proposal of supercredits for small BEVs under the 4.2m limitation.
- Supports “banking & borrowing” mechanism periods of 2025-29 and 2030-34.

2. Automotive Package (3/6)



Clean corporate vehicles

- **National targets approach:** binding Member State-level targets, calibrated to GDP per capita, with national authorities free to choose implementation measures.
- **Vehicles covered:**
 - applies to **passenger cars and vans only**;
 - **Heavy-duty vehicles are excluded** and will be addressed later through the revision of HDV CO₂ standards planned for 2027.
- **Scope limited to large companies:** defined as companies exceeding at least two of the following thresholds: **€20m balance sheet, €40m net turnover, 250 employees**. (SMEs are out of scope)
- **Timeline:** from **2030**, Member States must ensure that a **minimum share of new company LDVs** are **low- or zero-emission**, including a **mandatory share of fully zero-emission vehicles**, with targets for **2030 and 2035**.
- **Financial support rules:** from **1 January 2028**, Member States may grant financial support **only to zero- or low-emission vehicles**; after 2028, support is limited to vehicles **“made in Europe”**, with details to be set by delegated act.

European Parliament

ENVI (co-lead)	TRAN (co-lead)
Tiemo Wölken (S&D, DE)	François Kalfon (S&D, FR)
<i>Shadows</i>	<i>Shadows</i>
Raul de la Hoz (EPP, ES)	Dariusz Jonski (EPP, PL)
Yvan Verougstraete (Renew – BE)	Jan Christoph Oetjen (Renew, DE)
Kai Tegethoff (Greens – DE)	Virginijus Sinkevičius (Greens, LT)
Jacek Ozdoba (ECR, PL)	Carlo Fidanza (ECR, IT)
Mathilde Androuët (Pfe, FR)	Roman Haider (Pfe, DE)
Jonas Sjöstedt (Left, SE)	The Left ?
ESN ?	Volker Schnurrbusch (ESN, DE)

Indicative timeline: draft reports mid-May (ENVI/TRAN), plenary vote in November.

Most likely to be done in parallel of CO₂ emission standards file

Divisions are expected not only along party lines.

EPP and ECR considering how to reject the proposal (tbc).

2. Automotive Package (4/6)



Clean corporate vehicles

- **National targets approach:** binding Member State-level targets, calibrated to **GDP per capita**, with national authorities free to choose implementation measures.
- **Vehicles covered:**
 - applies to **passenger cars and vans only**;
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- **Financial support rules:** from **1 January 2028**, Member States may grant financial support **only to zero- or low-emission vehicles**; after 2028, support is limited to vehicles **“made in Europe”**, with details to be set by delegated act.

European Council

Supporters

- Austria, France, Greece, Ireland, Malta and the Netherlands
- View: Regulation would help create a second-hand market for EVs.

Reservations / Opposed to binding targets

- Czech Republic, Germany, Italy, Lithuania and Poland
- Germany and Italy, pushing for incentive-based scheme, even calling for withdrawals of the proposal (in Competitiveness Council).
- Germany supports initiative to electrify corporate fleets but rejects Commission’s proposal.- Coalition agreement

Council Legal Services confirmed the legality of adoption of Article 4 under qualified majority

Timeline: next WP on the file scheduled for 5 May.

Progress on the file is dependent on related legislation (IAA and CO₂ emission standards

2. Automotive Package (5/6)



FCE draft position paper on CCV

- **Technology neutrality & VEEF recognition**
 - Call to recognise Vehicles Exclusively running on Eligible Fuels (VEEF) as zero-emission.
 - Include all renewable fuels compliant with the RED.
- **Scope**
 - Firm opposition to including HDVs due to critical infrastructure gaps and “hard-to-abate” challenges.
- **Outcome-based compliance**
 - Shift from binding purchase mandates to fleet-level CO2 emission targets.
 - Use well-to-wheel GHG reduction trajectories rather than prescriptive technology quotas.
- **Predictable financial support**
 - Demand for legal clarity on “financial support” and inclusion of both acquisition and TCO costs.
 - Prioritise depot charging infrastructure and support for SMEs.

2. Automotive Package (6/6)



FCE positioning on CCV – Outreach & advocacy strategy

- **Objectives:**
 - Position FCE as representative and trust voice for fleet operators
 - Maximise impact of the FCE position paper across the legislative “Automotive Package”
 - Test appetite for a shift from binding purchase mandates towards technology-neutral, fleet-based emission targets
- **How?**
 - **Targeted communication and direct engagement:** mailing campaign and 1-on-1 meeting requests (Rapporteurs, shadow rapporteurs, Transport Attachés)
 - **High-impact event (tbc):** host an exclusive breakfast meeting in Brussels for key mobility stakeholders → profile FCE’s leadership, showcase our data, and facilitate an open dialogue on operational realities vs. regulatory prescriptions
- **Target stakeholders**
 - **European Parliament:** rapporteurs and shadows in TRAN and ENVI Committees.
 - **Member States:** Member States’ Permanent Representations Transport Attachés
 - **European Commission:** DG MOVE & DG CLIMA

3. General Block Exemption Regulation



General Block Exemption Regulation (GBER) – [\(EU\)No 651/2014](#)

- Declares specific categories of State aid compatible with the internal market if they fulfil certain conditions.
- Sets out the conditions allowing Member States to grant public aid without having to request prior notification to the European Commission.

Current scope limitation: State aid compatibility currently limited to energy and hydrogen infrastructure.

FCE draft reply to the public consultation:

- welcomes the GBER revision as a tool to enhance legal certainty and enable Member States to efficiently deploy public funding for recharging and refueling infrastructure.
- advocates for expanding the scope of Article 53 beyond electricity and hydrogen to include all renewable fuels defined in RED III (such as biofuels and RFNBOs) to ensure a more cost-effective and comprehensive transition.

Status

- Public consultation open until **23 April 2026**

4. WGMM – Fleet cards monitoring methodologies



2026 objective:

- Get fleet cards recognised by WGMM as a methodology for carbon-neutral fuel tracking.
- Include fleet cards in the update of the 2024 report.

One-pager technical abstract currently under discussion with WGMM Secretariat

Timeline

- **23 March:** general presentation of FC during SG1 regular meeting
- **16 April:** submission of technical abstract to WGMM Secretariat and Chairs of Technical Subgroup (SG1).
- **7 May:** FCE participation in a public webinar on monitoring methodologies, focusing on use-cases
- **Q2:** discussion and endorsement of technical abstract in SG 1.

5. Chair appointment



Proposal: reconduction of current Chair
Matthias Maedge (Eurowag)

Mandate: 2 years

Term start: July 2026

Scope 3 emission reporting (GHG Technical group)

- considering introduction of a **new Category 16** for “*other value chain activities*”
- Includes sub-categories such as:
 - 16.6 “Commodities”
 - 16.8 “other facilitated services”
- Draft to be circulated for information following the meeting
- **Public consultation** expected in **H2 2026**
- Final revised standard anticipated in 2027.

- **ACEA 2026:** [mapping](#) of tax benefits and incentives for zero-emission vehicle acquisition and charging/hydrogen refueling infrastructure in the EU, Iceland, Norway, Switzerland, and the United Kingdom.
- **European Sustainable Energy Week (EUSEW)** – 9-11 June 2026
 - Programme available online
 - Hybrid format
 - Panel “*E-mobility and grid: creating the perfect match for Europe’s energy autonomy and competitiveness*” (10 June)

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

Sustainability working group calendar :

June 18th at 10:00 CEST – **New date !**

July 23rd at 10:00 CEST