

PROPOSAL COM (2025) 995

⊗ Against:

- Flexibilisation of the reduction targets

Article 1 (1)

Diminishes the reduction targets from 50% to 40% for vans by 2030 and from 100% to 90% for car and vans by 2035

→ We defend the strict ambition of the 100% reduction target for 2035.

- Recognition of renewable fuels and low carbon-steel in compliance

Article 1 (6)

- *Introduces new provisions on the role of certain sustainable renewable fuels.*
- *Credits for EU low-carbon steel in vehicles to compensate the 10% reduction.*

→ We defend the “only tail-pipe” criterion to classify a vehicle as a 'zero-emission vehicle'.

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Conditional support

- Definition of test-mass

Article 1 (3)

Clarifies the the test-mass definition.

→ The clarification of test mass definitions must not lead to an effective weakening of CO₂ targets through higher mass-adjusted emission allowances.

- Allows averaging compliance across several years

Article 1 (4) (7) (9)

The emissions calculated can be calculated as an average on three years : 2025-2027 / 2030-2032

→ Multiannual compliance should remain strictly limited in time and must not weaken the effective annual trajectory towards zero-emission fleets.

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 Support

- Super-credits for small EU-made EVs

Article 1 (5)
Incentives for small electric vehicles produced in EU.

- Vehicle labelling

Article 1 (10) - (14)
Harmonize the rules for vehicle labelling.