

°CLIMATE GROUP

We drive climate action. Fast.

Who we are :

- Non lucrative and non gouvernemental organisation
 - Objective of world net zero Carbon emissions by 2050 // European Green Deal
 - 4 sectors: energy, heavy industry, food and transport
 - EV100 initiative: CG assists over 180 companies to decarbonize their entire fleet
-

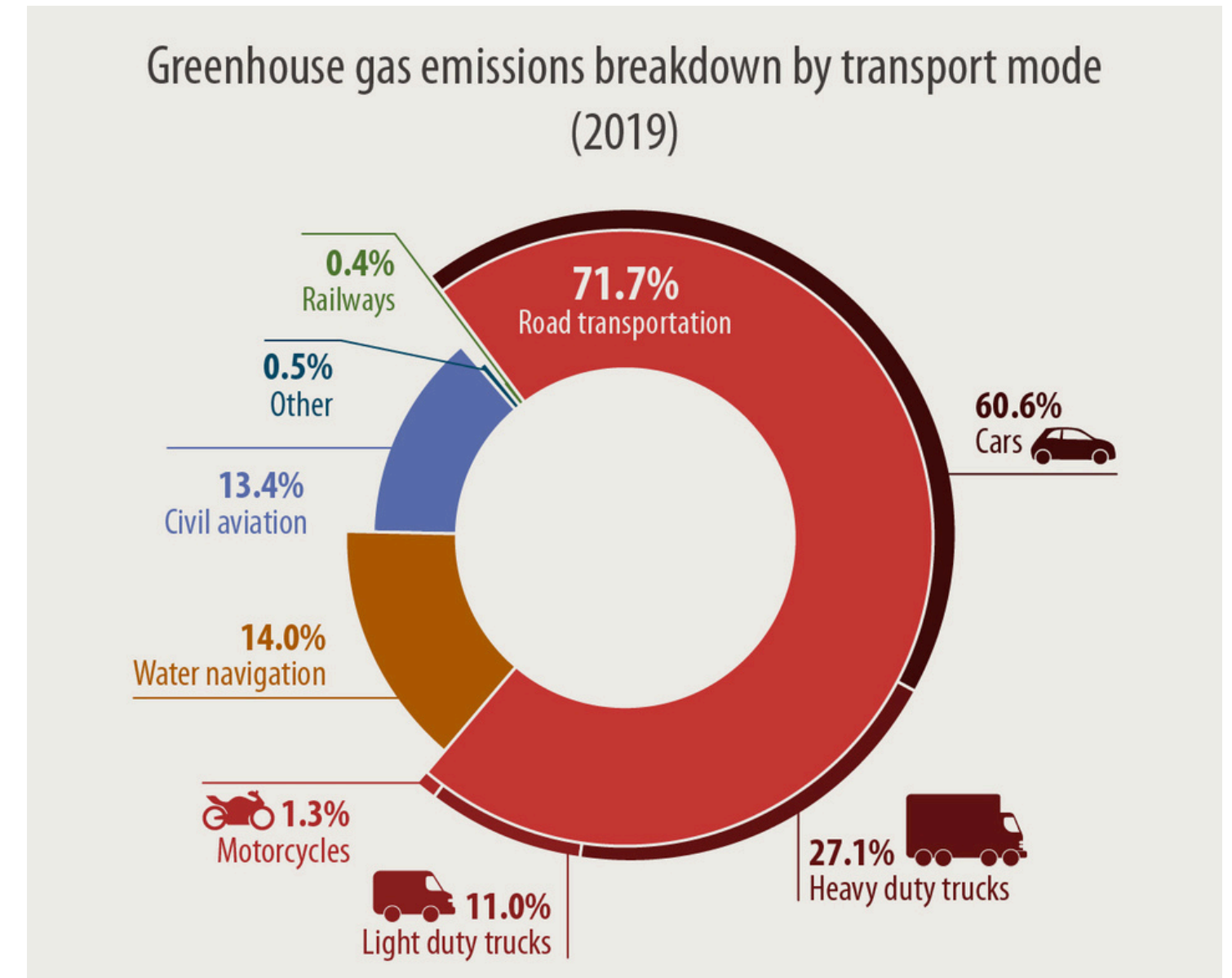
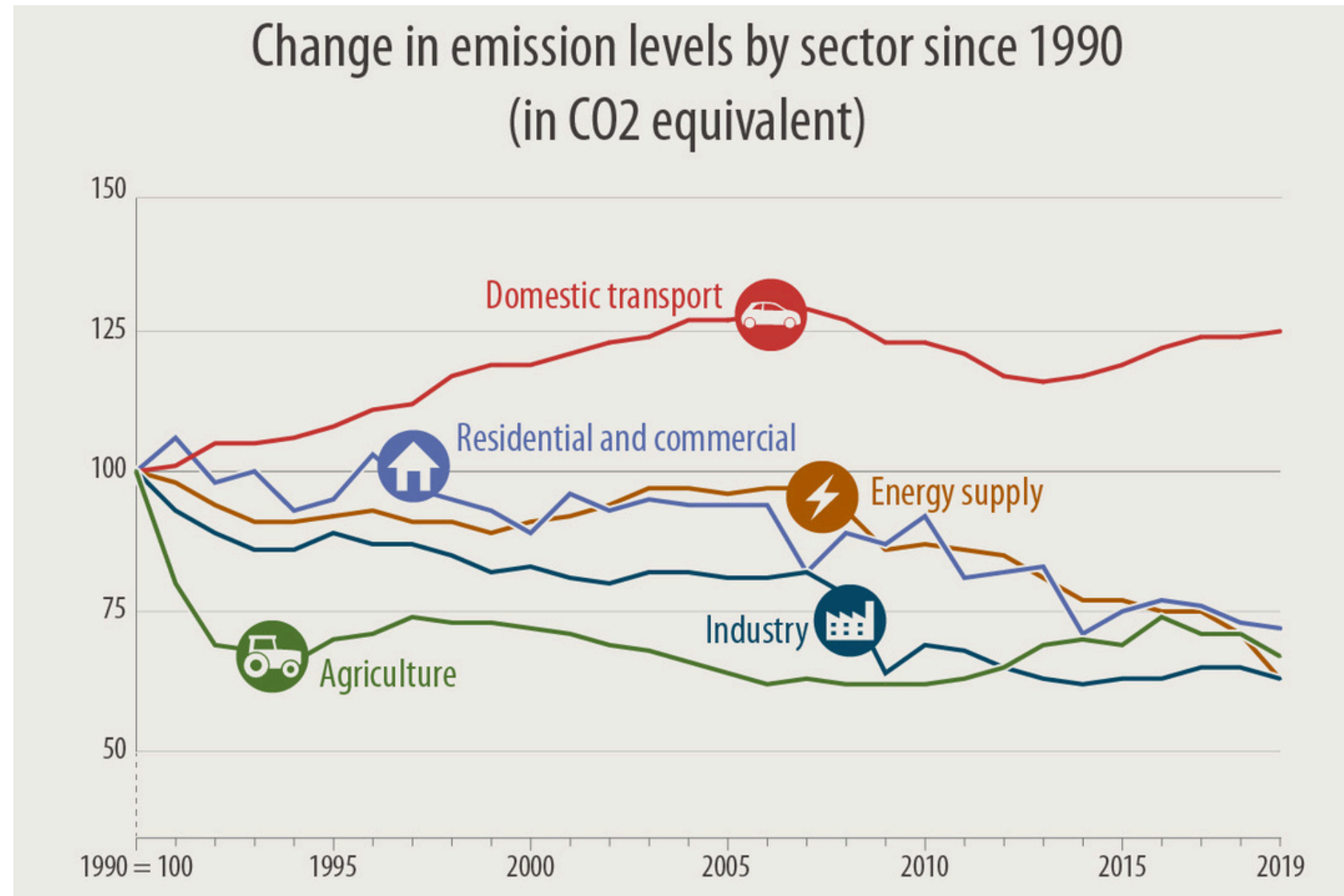
Our recommendations:

1. **Ambitious targets to encourage investment in electric vehicles**
2. **Supporting small companies and vulnerable individuals/ Member states to go through this transition with the European social climate fund**
3. **Focusing on electric vehicles rather than alternatives such as hybrids, renewable fuels ...**

CONTEXT

Transport is responsible for about a quarter of EU's CO2 emissions.

Passenger cars account for 61% of total CO2 emissions from EU road transport.



→ **Transport is the only sector where CO2's emissions increase**

Why supporting electric vehicles ?

Climate issue

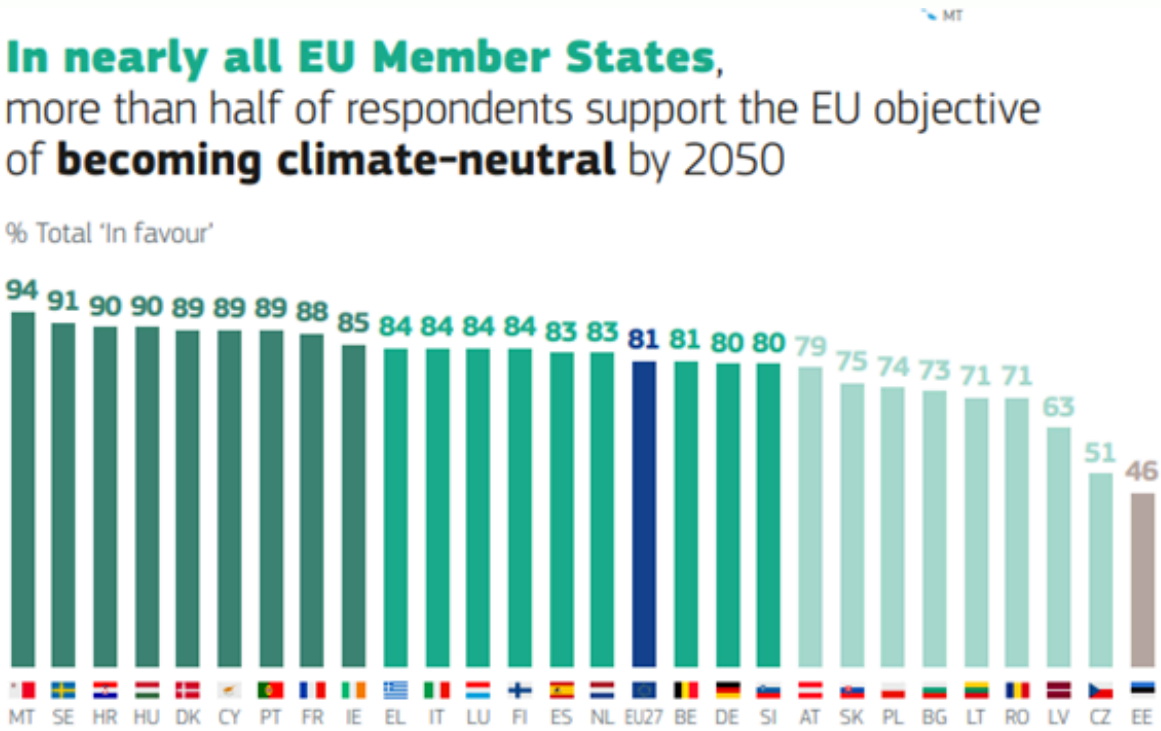


Public health issue



source: Euractiv

Democratic issue



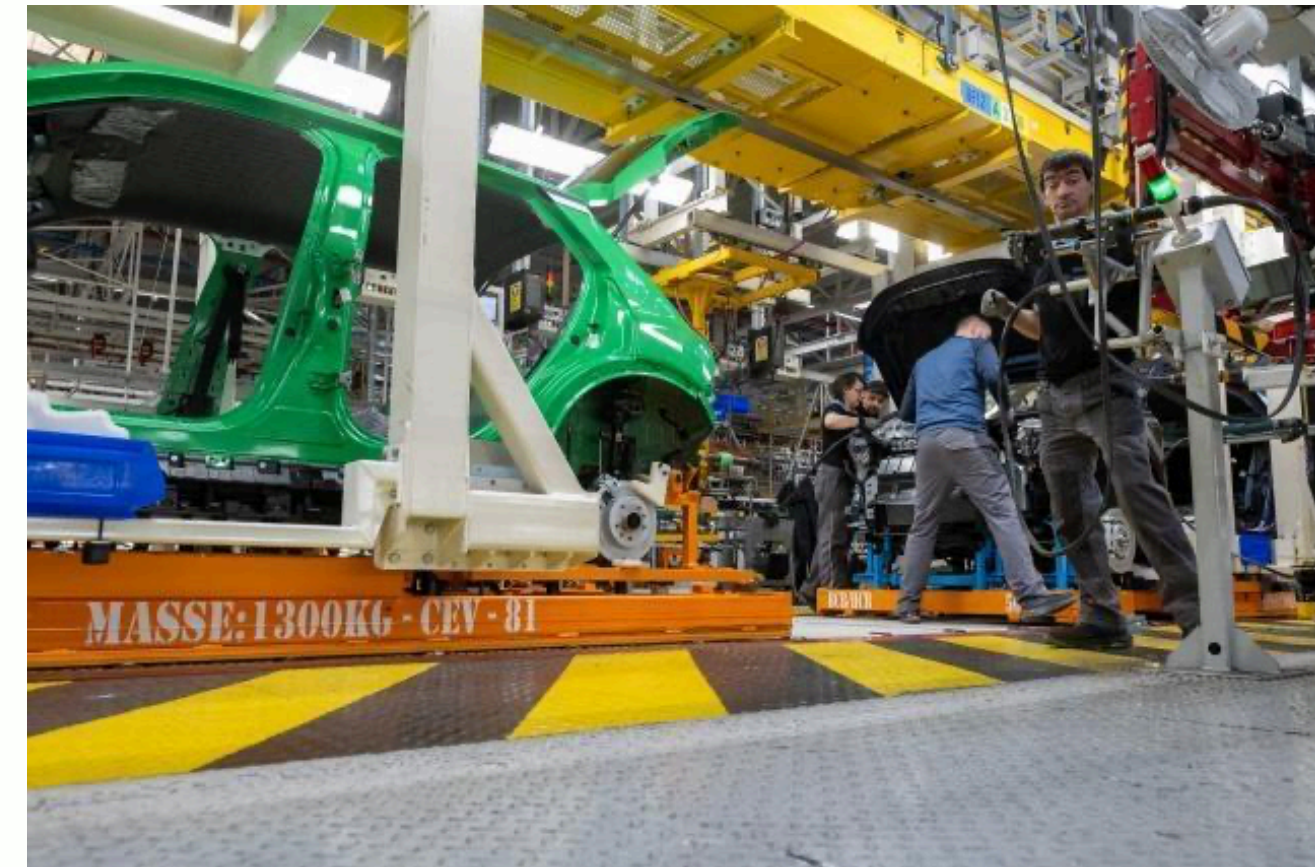
Why supporting electric vehicles ?

Independence of the EU



Draghi's report, 2024

Competitiveness of the automotive sector



Important sector for EU's economy

- 13 million jobs
- 7% of the EU's GDP

Thanks !



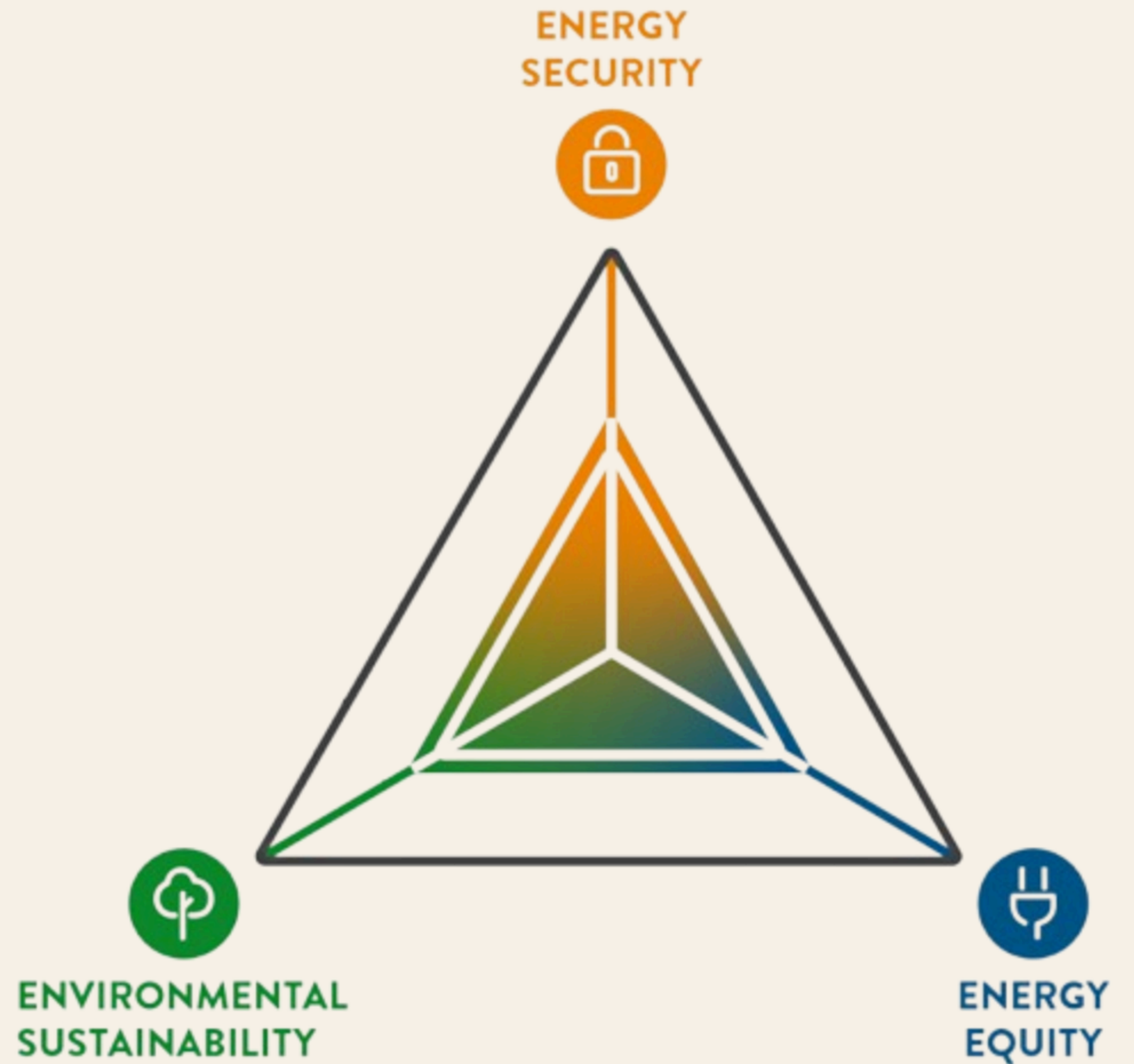
Follow me on Scisky ! @climategroup



Marie RAVAUX

OUR COMMITMENT

Reach climate
neutrality **by 2050**



Energy Trilemma

LIMITS OF TODAY'S PROPOSALS

- **Threat** to Europe's Competitiveness
 - 1.8% of Europe's GDP
 - 75 900 employees
 - 228 billion euros of revenues

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- **Threat** to security of supply & Energy

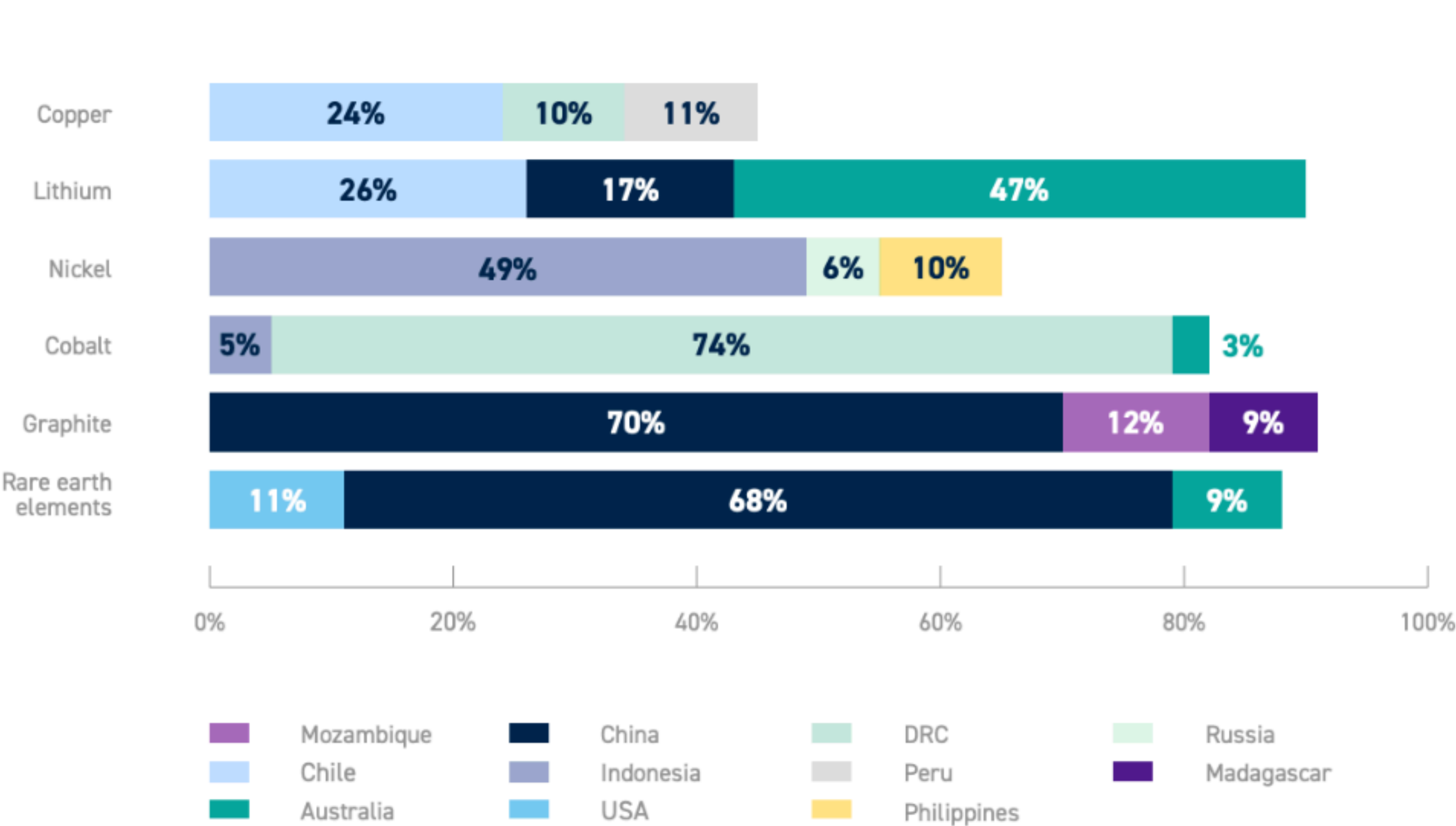
- Delocalization of production
- x6 mineral inputs

2

FIGURE
29a

SHARE OF TOP THREE PRODUCING COUNTRIES IN MINING OF SELECTED MINERALS, IN 2022

Source: International Energy Agency



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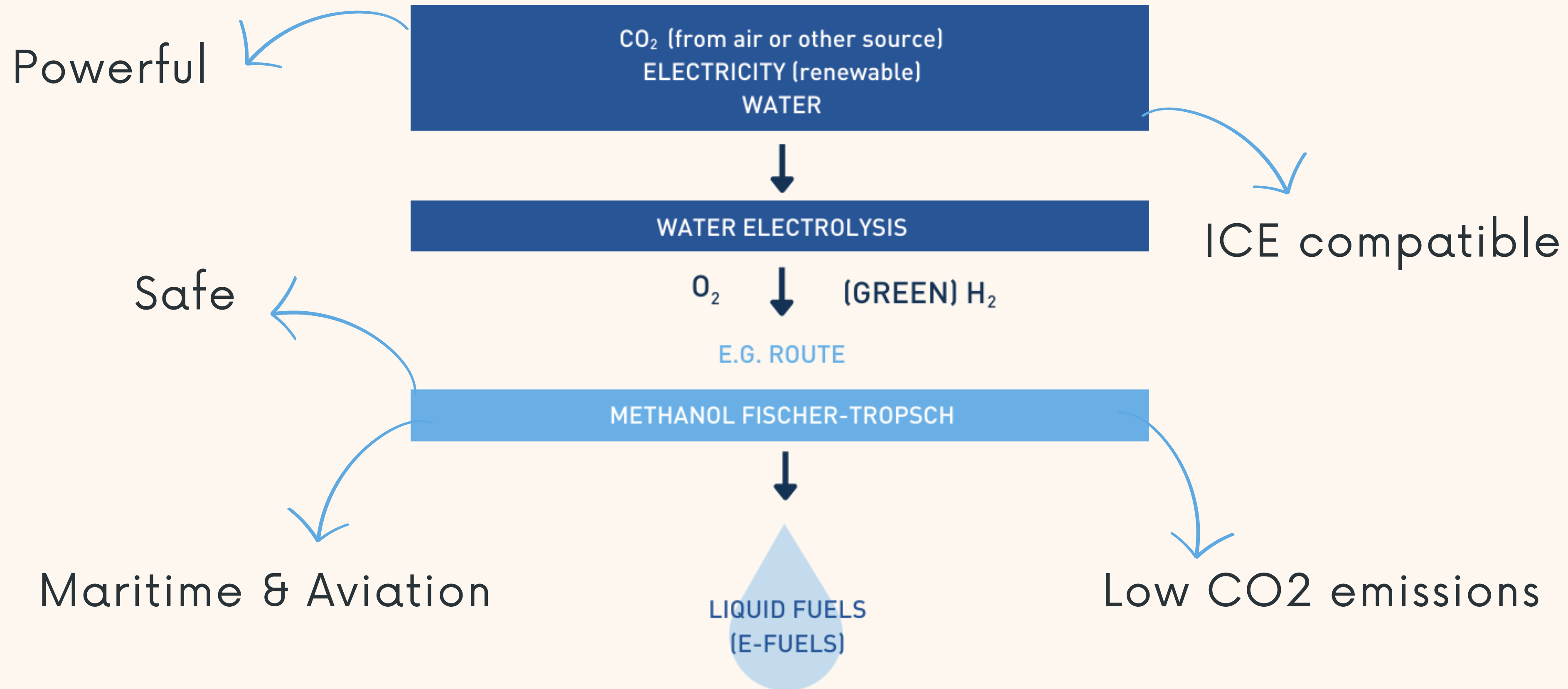
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- **Threat** of increased emissions

- Replacement of ICE vehicles
- Loss of purchasing power

3

LOW-CARBON LIQUID FUELS



NEW LEGISLATION

Standard encompassing all emissions, not
only tailpipe

Include low-carbon liquid fuels & biofuels as
solutions to reach ZEV

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Proposal 2025/0420

Regulation of the European Parliament and of the council amending Regulation (EU) 2019/631 as regards CO2 emission performance standards for new light duty vehicles and vehicle labelling and repealing Directive 1999/94/EC



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WWF France
Visit website ➔



European Cyclists' Federation
Visit website ➔

Europe's leading advocates for clean transport & energy

This is the decisive decade for climate action. Decarbonising transport and the energy that powers it presents a major challenge and opportunity



Bellona
Visit website ➔



**Bundesvereinigung gegen
Fluglärm**

Premature deaths in the EU attributable to air pollution in 2023

182,000

from exposure to fine particulate matter

34,000

from exposure to nitrogen dioxide

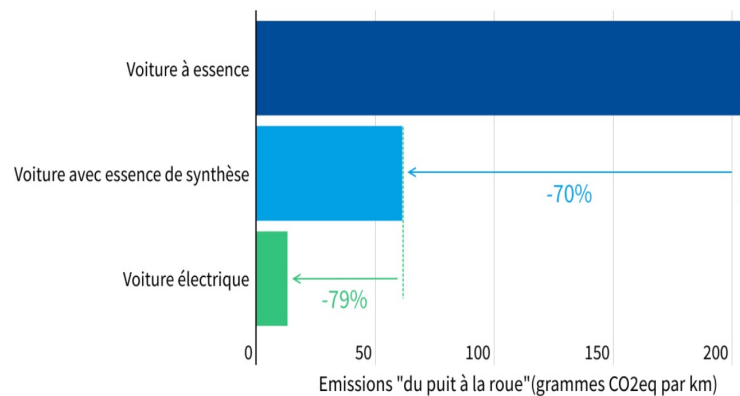
63,000

from exposure to ozone

Source: EEA, 2025, [Harm to human health from air pollution in Europe: burden of disease status, 2025](#)

Les voitures alimentées par des e-fuels non neutres en carbone émettront 5 fois plus de CO2 que les voitures électriques

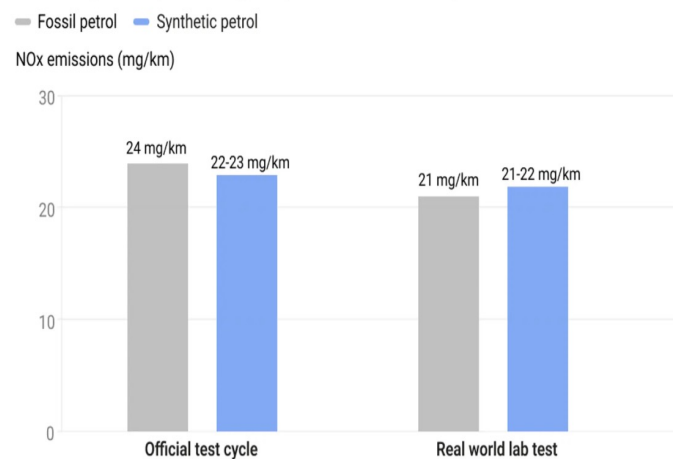
Comparaison des émissions entre différentes motorisations en 2035



Source: Analyse T&E dérivée de l'analyse ACV T&E (transenv.eu/LCA) et basée sur la méthodologie RFNBO de la directive sur les énergies renouvelables (RED). Les émissions du puits à la roue comprennent les émissions indirectes provenant de la production d'électricité et de la production d'e-fuel, en plus des émissions d'échappement des voitures.

Synthetic petrol emits as much poisonous NOx as petrol

Tests compare car powered by 3 e-petrol blends to fossil petrol



Source: IFPEN (2021)

€10,000

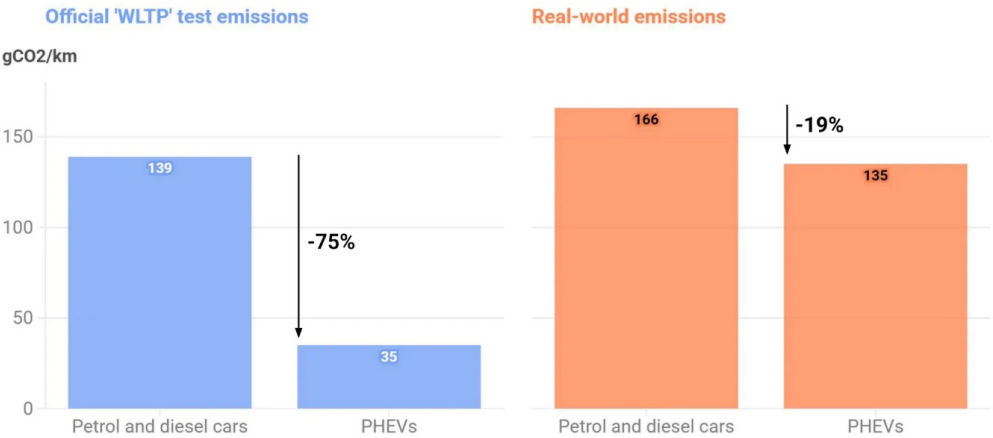
Extra cost of running a car on e-fuels over five years compared to a battery electric car

26%

Supplying just 10% of new cars with e-fuels instead of electrifying them will require 26% more renewable electricity generation in Europe

PHEVs emit almost as much CO2 as petrol and diesel cars

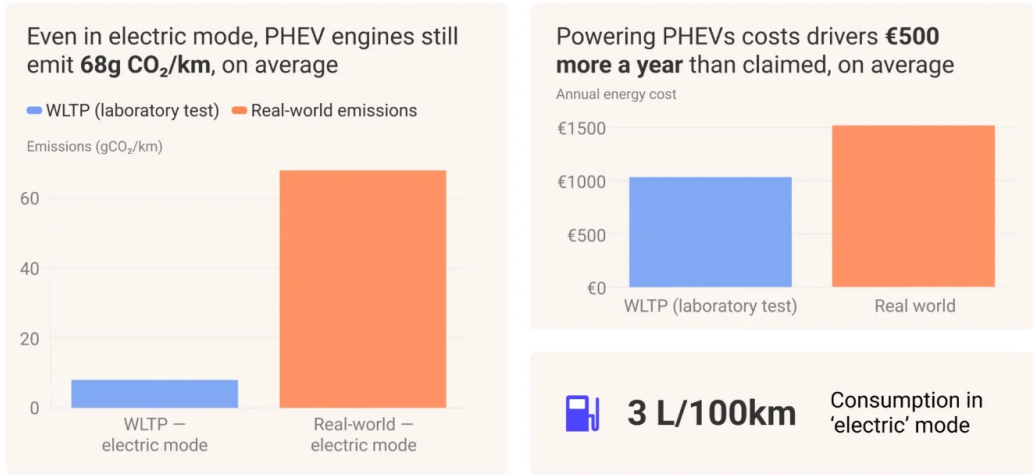
Average emissions of PHEVs versus petrol and diesel in both official test and real-world



Source: T&E analysis of OBFCM data collected by the European Environment Agency (reporting year 2023) • For this comparison, petrol and diesel cars have been grouped together, including both conventional hybrid electric vehicles (HEVs) and combustion vehicles (ICEs). WLTP emissions were calculated using the utility factor that was applicable before 2025.

T&E

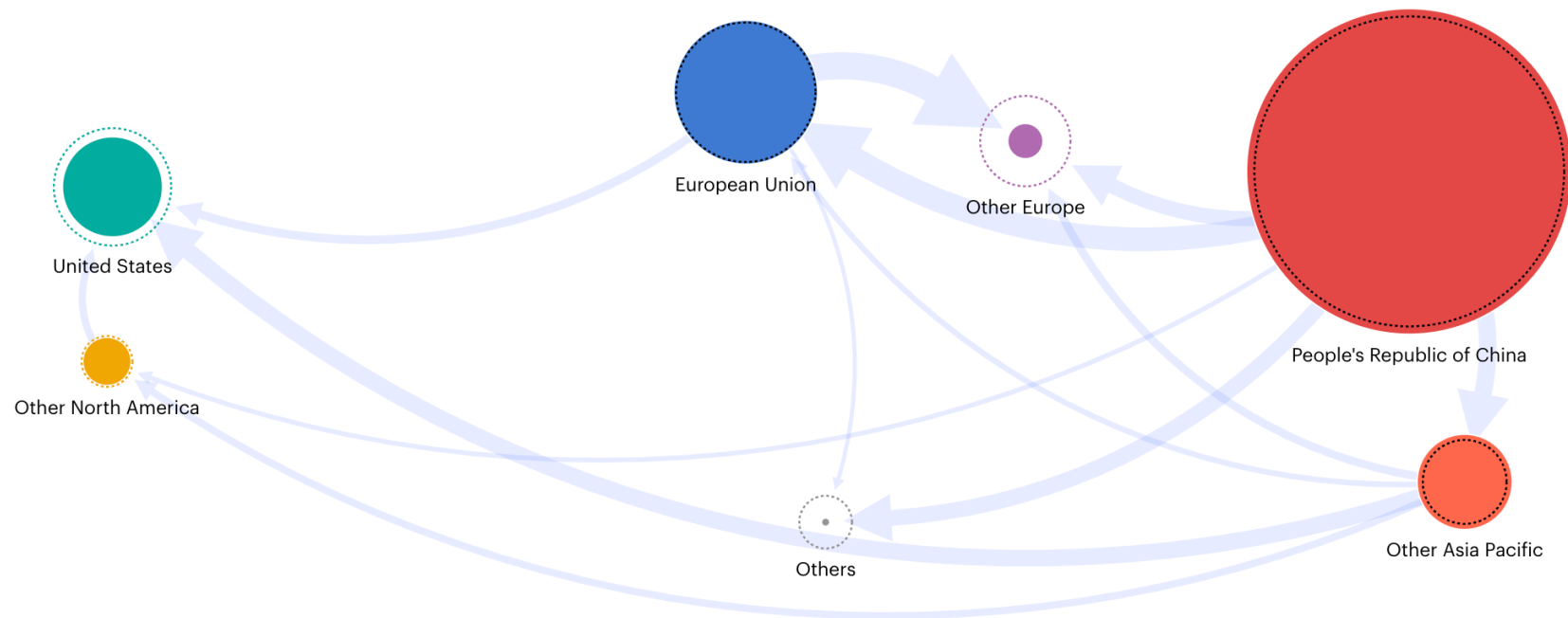
The hidden cost, pollution and fuel consumption of PHEVs



Source: T&E analysis of 2021-22-23 OBFCM data collected by European Environment Agency (EEA). The €500 additional energy cost refers to the extra fuel and electricity consumed in all driving modes

T&E

Production, demand and net trade of electric cars in major global markets, 2024



Notes

"Other Asia Pacific" comprises Australia, New Zealand, Japan, Korea, India and Southeast Asia. "Other North America" includes Canada and Mexico. Other Europe includes Norway, Iceland, Israel, Switzerland, Türkiye, the United Kingdom and other European countries that are not EU member states.

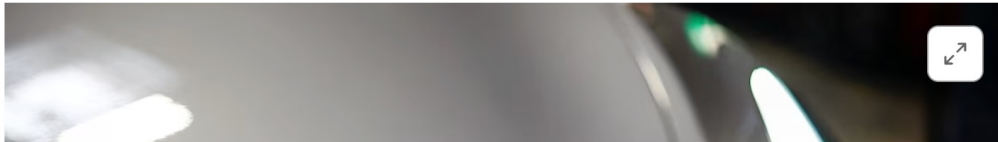
Sources

IEA analysis based on EV Volumes.

Automakers to pool CO2 emissions with Tesla, Polestar to meet EU 2025 rules

By Reuters

January 7, 2025 4:36 PM GMT+1 · Updated January 7, 2025



AUTOMOBILE

Stellantis achète des crédits d'émission à Tesla pour éviter des amendes liées à la pollution auto



Par David Bensoussan — 8 janvier 2025

Stellantis to buy CO2 credits from Tesla 'pool' also in 2025, exec says

By Reuters

March 30, 2025 3:33 AM GMT+2 · Updated March 30, 2025



Un accord entre Fiat et Tesla destiné à éviter de payer une amende

Automobile

Échange de crédits carbone : Tesla cède à Fiat un “droit à polluer”

Pour tempérer la rigueur de ses amendes, Bruxelles autorise un constructeur qui

net trop de CO₂ à combiner ses ventes à celles d'un concurrent plus vertueux.

est ce “droit à polluer” que l'Américain Tesla cède à Fiat Chrysler Automobiles.

Les plus lus

1 ÉCONOMIE

Les allocations chômage des

Fiat Chrysler s'allie à Tesla pour éviter de payer une amende à Bruxelles

Le constructeur italo-américain a formé un pool avec son rival californien afin de limiter le niveau global de ses émissions de dioxyde de carbone et respecter les nouvelles règles européennes en la matière. Le contrat permettrait à Tesla d'encaisser plusieurs centaines de millions d'euros.

Par **Romain Gueugneau**

Publié le 7 avr. 2019 à 15:46 | Mis à jour le 8 avr. 2019 à 12:56

Le procédé peut paraître discutable, mais il n'en est pas moins autorisé. Fiat Chrysler (FCA) a conclu un accord financier avec Tesla afin de comptabiliser dans sa flotte automobile les véhicules électriques du constructeur californien et de réduire son quota d'émissions de dioxyde de carbone. Ce partenariat devrait permettre au groupe italo-américain de respecter [les nouvelles règles européennes sur les émissions de CO₂](#), qui entreront en vigueur en 2021, et ainsi éviter d'avoir à payer une lourde amende à Bruxelles.