CLIMATE GROUP
EV100

Europe - London: **+44 (0)20 7960 2970**
North America - New York: **+1 (646) 233 0550**
India - New Delhi: **+91 11 4987 4369 / 4987 4368**

theclimategroup.org

EV100 statement on the Automotive Package

6 November 2026

Climate Group EV100 is concerned about the outcome of this week's vote in the European Parliament's Environment and Transport Committees regarding the CO2 standards for cars and vans and the Clean Corporate Vehicles Regulation (CCVR). We are also disappointed by the Franco-German agreement of 16 October, which is likely to shape the Council's position on both files. We represent a coalition of over 100 global companies committed to electrifying their vehicle fleets, a majority of which operate or have headquarters in Europe. These companies depend on clear and predictable regulatory frameworks to invest in fleet conversion and infrastructure.

These two files were designed to work together. Stable supply-side standards give manufacturers the certainty to deliver zero-emission vehicles, while a strong demand-side framework gives fleets the confidence to buy them. Corporate fleets account for 60% of new car registrations and feed the used market within a few years, so getting both right is central to a rapid and affordable EV transition in Europe.

The direction of travel now weakens both. We certainly welcome the Committees' efforts to set a legislative framework supporting fleet electrification, including the requirement for Member States to develop national plans setting out measures to support the transition to EVs. We also welcome the retention of Article 4 in the CCVR, which requires national financial support for corporate cars and vans to be directed exclusively towards zero- and low-emission vehicles.

However, the lower targets, additional flexibilities and treatment of "low-carbon" fuels as zero-emission in the CO2 standards agreements undermine the supply signal. Meanwhile, the replacement of binding national targets with voluntary requirements in the CCVR removes the demand-side counterpart. Overall, this package leaves companies with less clarity about the investment decisions they face now and in years ahead. They also prolong Europe's exposure to fossil fuel price volatility and deny fleets and ordinary drivers the benefits of low-cost electric driving.

As the Council moves to finalise its position on the CO2 standards and CCVR ahead of trilogues, we urge policymakers to:

- **Retain stability and predictability in the 2030 and 2035 CO2 reduction targets** for cars and vans, avoiding flexibilities beyond those in the Commission's proposal.
- **Resist counting vehicles running on expensive and inefficient "low-carbon" fuels as zero-emission.**
- **Retain Article 4 of the CCVR**, requiring Member States to end financial support for petrol and diesel cars and vans by 2028.
- **Maintain the requirement to Member States to submit national plans including measures to support the transition to EVs.**

At a time when Europe is seeking to strengthen its competitiveness and industrial leadership, weakening the policies that drive demand for and supply of zero-emission vehicles sends the wrong signal to investors. We urge policymakers to preserve the integrity of both files and provide the clear market signals that companies need to invest with confidence in Europe's electric future.