CO_2-Fleet regulation

EU Commission proposal insufficient to avoid penalties in 2030 and 2035

Our Lobbying Priorities:

1. **2030 target**: Extend averaging of CO_2 emission values to 2028-2032 to avoid penalties. .
2. **Super credits from 2027:** For all small and highly efficient BEVs (1.3); for small BEVs "Made in Europe" (1.5); for all M1/N1* "Made in Europe" BEVs (1.3).
3. **From 2035: flexibilize 10% compensation corridor**: 50% fuel share, the remaining 50% not only through green steel, but also through green aluminum and European battery production. Such compensation measures to be credited from 2030 onwards.

   If a political majority decides to increase the **compensation corridor** from 10% to 20% from **2035** onwards, then the split should be: 50% through fuels, 50% through the use of green steel, green aluminum, etc. In subsequent years, the compensation share will be gradually reduced.
4. **Freeze utility factor** for PHEV/REEV at level 2.
5. Count **CNF vehicles** (e-fuels only) as electric vehicles with **0 g/km**.
6. **Light commercial vehicles:** Maintain the proposed 2030 target adjustment (-40%), apply averaging for 2025–29 and 2030–34, and include BEV light commercial vehicles up to 4.25 t in the N1 fleet
7. Continuation of **derogation** after 2035 with own CO_2 targets.

*M1/N1: passenger cars and light commercial vehicles