

REVISION OF CO2 RULES FOR CARS AND VANS: A CRUCIAL CHANCE TO CREATE DEMAND FOR LOW-CARBON ALUMINIUM

JOINT STATEMENT ACEA AND EUROPEAN ALUMINIUM

Brussels, 18 May 2026 - Europe's automotive and aluminium industries form the backbone of the European Union's industrial base, sustaining more than 14.5 million jobs and anchoring critical value chains—from defence to advanced electronics. These sectors do not operate independently but are deeply interdependent: a globally competitive automotive industry depends on innovative, resilient aluminium production, just as the aluminium sector relies on a thriving automotive industry to drive demand, scale, and technological progress. The transformation of our sectors must therefore be addressed collectively, not in isolation.

A coherent, forward-looking policy approach is essential to safeguard Europe's industrial leadership, economic security, and strategic autonomy. The ongoing automotive package offers a key opportunity to drive a coordinated, forward-looking transformation across both sectors by conducting the following actions:

- **Expand the compensatory mechanism under the CO2 Regulation for cars and vans to include low-carbon materials, such as aluminium.** The inclusion of aluminium, a key material for automotive lightweighting, will ensure a balanced, material-neutral framework that supports innovation, while ensuring regulatory coherence with other files like the IAA, ESPR, CBAM and End-of-Life Vehicles Regulation, where both steel and aluminium are addressed in tandem. Both steel and aluminium are key materials used in vehicle manufacturing and have always been treated together under EU law. Therefore, the CO2 Regulation should not be an exception. Creating demand for low-carbon aluminium and steel is essential for Europe's strategic autonomy. As aluminium is already designated a "strategic material" under the Critical Raw Materials Act (CRMA), its exclusion from the CO2 framework would create regulatory inconsistency.
- **Advance the compensatory mechanism timeline** for low carbon materials under the CO2 Regulation for cars and vans by introducing it immediately once the review is adopted rather than 2035, to accelerate demand for these materials and avoid unnecessary delays in decarbonisation.
- **Finalise the definition of low-carbon aluminium under the Ecodesign for Sustainable Products Regulation (ESPR)** by the agreed due date (end of 2027) and before the entry into force of this regulation. The methodology for defining low-carbon aluminium that would apply both for the CO2 Regulation for cars and vans and Industrial Accelerator Act would provide the essential foundation for credible targets and effective implementation. Without clear definitions, policymakers and industry cannot credibly assess the feasibility of targets under the IAA or the CO2 performance framework. These are not minor technical details but core elements of the proposal. They should be agreed on before both Regulations are adopted.

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About the European Automobile Manufacturers' Association (ACEA)

The European Automobile Manufacturers' Association (ACEA) represents the 17 major Europe-based car, van, truck and bus makers: BMW Group, DAF Trucks, Daimler Truck, Ferrari, Ford of Europe, Honda Motor Europe, Hyundai Motor Europe, Iveco Group, JLR, Mercedes-Benz, Nissan, Renault Group, Stellantis, Toyota Motor Europe, TRATON GROUP, Volkswagen Group, and Volvo Group. www.acea.auto

About European Aluminium

European Aluminium, founded in 1981 and based in Brussels, is the voice of the aluminium industry in Europe. We actively engage with decision makers and the wider stakeholder community to promote the outstanding properties of aluminium, secure growth and optimise the contribution our metal can make to meeting Europe's sustainability challenges. Our 100+ members include primary aluminium producers; downstream manufacturers of extruded, rolled and cast aluminium; producers of recycled aluminium and national aluminium associations, representing more than 600 plants in 30 European countries. Aluminium products are used across a wide range of markets, including automotive, transport, renewable energy infrastructure, building and construction, defence, and packaging. www.european-aluminium.eu