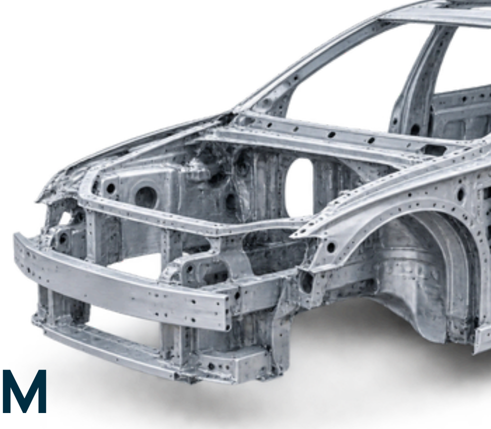
European Aluminium

acea
DRIVING MOBILITY FOR EUROPE



INCLUDE LOW-CARBON ALUMINIUM IN THE 2035 EU CARS MATERIAL-CREDIT SYSTEM

Grant low-carbon aluminium the same eligibility as steel in the CO_2 from Cars Regulation

THE PROBLEM: AN UNLEVEL PLAYING FIELD

Proposal 2025/0420 (COD) allows credits for low-carbon steel only. Excluding low-carbon aluminium creates a competitive disadvantage, risks distorting the internal market and undermines the EU's technology-neutral approach to decarbonisation.

FOUR REASONS TO INCLUDE LOW-CARBON ALUMINIUM

Lightweighting improves efficiency

Aluminium can save 40–50% of weight versus steel in suitable applications, improving vehicle efficiency. For EVs, lower mass can also extend range and reduce the battery capacity needed.

Support aluminium Made in Europe

Including low-carbon aluminium would help build demand for aluminium made in Europe, supporting a sector recognised as strategic under the IAA and the EU's 40% domestic processing target under the CRMA.

Safeguard Europe's industrial base

Europe's aluminium industry supports 1 million jobs and leads in low-carbon production and recycling. Equal treatment would help limit deindustrialisation and carbon leakage.

Ensure a level playing field

Steel and aluminium compete directly in many vehicle applications. Limiting credits to one material could distort material choices by manufacturers and undermines technology neutrality.

SOLUTION: AMEND ARTICLE 5B TO INCLUDE ALUMINIUM

Amend Article 5b so that EU-produced low-carbon aluminium and low-carbon steel are both eligible under the material-credit mechanism, within a single, technology-neutral cap. Apply robust, harmonised carbon-intensity thresholds and verification rules aligned with the Ecodesign for Sustainable Products Regulation and the Industrial Accelerator Act.