

Amendment 1**Eleonore HANA****Martin DE MONTILLE****Jared ONG**

on behalf of The Left

Report**Alice Berzolla**

Proposals of the European Commission on the proposal for a regulation of the European Parliament and of the Council on clean corporate vehicles
(COM(2025)0994 – C10 0236/2025 – 2025/0421(COD))

Insert the report reference**Proposal for a regulation****Article 3(3)(a)***Text proposed by the Commission*

(a) Where the deployment of charging infrastructure, measured as the number of publicly accessible charging points along the TEN-T comprehensive road network compliant with the required power output set in Article 3(4)(b)(ii) of Regulation (EU) 2023/1804 on Alternative Fuels Infrastructure relative to the total length of the TEN-T comprehensive road network as defined in Article 3(5)(a) of the same Regulation, has a significant and proven impact on the uptake of zero- and low-emission corporate vehicles as defined by Articles 2(5) and (7);

Amendment

(a) Where the deployment of charging infrastructure, measured as the number of publicly accessible charging points along the TEN-T comprehensive road network compliant with the required power output set in Article 3(4)(b)(ii) of Regulation (EU) 2023/1804 on Alternative Fuels Infrastructure relative to the total length of the TEN-T comprehensive road network as defined in Article 3(5)(a) of the same Regulation, has a significant and proven impact on the uptake of zero- and low-emission corporate vehicles as defined by Articles 2(5) and (7). ***This reduction of the minimum national targets is only applicable for the 2030 target.***

Or. en

Justification

Infrastructure does not materialise overnight, and certain countries require additional time and flexibility. Reaching the 2030 targets in fewer than four years is simply not feasible for all Member States. However, achieving these objectives by 2035 is entirely realistic. Over the next nine years, the necessary infrastructure will have the opportunity to develop and expand accordingly. This assessment is closely connected to Recital 17 of the proposal, which explicitly recognises that, as clean corporate fleets are progressively deployed, the supporting infrastructure is expected to develop in parallel.

Amendment 02**Eleonore HANA****Martin DE MONTILLE****Jared ONG**

on behalf of The Left

Report**Alice Berzolla**

Proposals of the European Commission on the proposal for a regulation of the European Parliament and of the Council on clean corporate vehicles
(COM(2025)0994 – C10 0236/2025 – 2025/0421(COD))

Insert the report reference**Proposal for a regulation****Article 4 (3)***XXXXXXXX**Amendment*

The Industrial Accelerator Act serves as the main reference for the definition of a ‘made in the European Union’ vehicle.

The Commission shall be empowered to adopt delegated acts in accordance with Article 5 to supplement this Regulation by setting up a methodology for determining the criteria for a car or van to be considered ‘made in the European Union’.

The delegated act will account for the following considerations:

(a) The vehicle is assembled in a Member State;

Or. en

Justification

It is legally incoherent to anchor the definition of a “made in the European Union” vehicle in the Industrial Accelerator Act when that Act is only a proposal (as per this moment). A pending legislative proposal cannot serve as the main legal reference for an operative definition. If this file is adopted first, the definition must be included here to avoid legal uncertainty and an implementation gap. The Industrial Accelerator Act may subsequently reproduce or align with this definition, but this Regulation cannot outsource its core legal concept to a future and uncertain instrument.

Besides, until the IAA gets adopted, if we want markets to have a clear signal and reindustrialise, they have to know that the assembly must be in the EU, to incentivise manufacturers to invest in European assembly manufacturing. This offers substantial protection to workers.

Amendment 03**Eleonore HANA****Martin DE MONTILLE****Jared ONG**

on behalf of The Left

Report**Alice Berzolla**

Proposals of the European Commission on the proposal for a regulation of the European Parliament and of the Council on clean corporate vehicles
(COM(2025)0994 – C10 0236/2025 – 2025/0421(COD))

Insert the report reference**Proposal for a regulation****Article 4 (3)***Text proposed by the Commission*

The Commission shall be empowered to adopt delegated acts in accordance with Article 5 to supplement this Regulation by setting up a methodology for determining the criteria for a car or van to be considered ‘made in the European Union’.

The Industrial Accelerator Act serves as the main reference for the definition of a ‘made in the European Union’ vehicle.

Amendment

The Commission shall be empowered to adopt delegated acts in accordance with Article 5 to supplement this Regulation by setting up a methodology for determining the criteria for a car or van to be considered ‘made in the European Union’.

The delegated act will account for the following considerations:

(c) a ‘made in the European Union’ vehicle is a vehicle that is manufactured in accordance with the highest applicable Union standards throughout the vehicle’s value chain, including in the sourcing, processing, production, assembly, and integration of key components, with regard environmental protection, labour rights, occupational health and safety, and State aid control, and under production conditions that go beyond mere formal compliance by ensuring sustainable production, quality employment, fair wages, effective worker representation, respect for collective bargaining, and full consistency with the principles set out in the European Pillar of Social Rights, as proclaimed by the European Parliament, the Council and the Commission on 17 November 2017.

Or. en

Justification

The purpose of defining a vehicle as “made in the European Union” should be to attach the label to a higher standard of production, both in Europe, but also in third countries, in a perspective of corporate social responsibility.

20.05.2026

2025/0421(COD)