

# **List of amendments accepted by the TRAN Secretariat**

**Proposal for a Regulation on Clean Corporate Vehicles  
(2025/0421(COD)) - 16 December 2025**



## Compromise Amendment 1

Anouck Guillard

on behalf of S&D, Renew, EPP

Replaces amendments 49 and 50

### Proposal for a regulation

#### Article 1 - paragraph 1

##### *Text proposed by the Commission*

This Regulation establishes a framework for increasing the uptake of zero- and low-emission vehicles within the Union. It sets targets for the share of zero- and low emission vehicles in new corporate cars and vans registered by large undertakings *in each Member State*. This Regulation does not prevent any Member State from setting more ambitious targets.

##### *Amendment*

This Regulation establishes a framework for increasing the uptake of zero- and low-emission vehicles within the Union ***while strengthening the competitiveness of the European automotive sector, supporting a just transition across all regions as well as the progressive development of European value chains for clean mobility technologies in accordance with Article 4.*** It sets ***differentiated national*** targets for the share of zero- and low-emission vehicles in new corporate cars and vans registered by large undertakings, ***taking account of market readiness, infrastructure availability and regional economic circumstances.*** This Regulation does not prevent any Member State from setting more ambitious targets.

##### *Justification*

*This amendment aims at reinforcing the targets enforced by this text by making them more realistic in their application through differentiated approach as all member states are not able to enforce this legislation in the same way. Moreover, it emphasizes the necessity to push a social and just transition in the article 4.*

## **Compromise Amendment 2**

**Eolia Boulant, Emile Barnier**

on behalf of European Conservatives and Reformists, and Patriots for Europe

**Replaces amendment 54**

### **Proposal for a regulation**

#### **Article 2 - paragraph 1 - point 8**

*Text proposed by the Commission*

**(8) ‘large undertaking’ means a large undertaking as defined in Article 3(4) of Directive 2013/34/EU.**

*Amendment*

**(8) ‘large undertaking’ shall be an undertaking which on its balance sheet dates exceeds at least two of the three following criteria, as defined by Directive 2023/2775(EU) of 17 October 2023 amending Directive 2013/34/EU(1):**

**(a) Balance sheet total: EUR 25 000 000**

**(b) Net turnover: EUR 50 000 000**

**(c) Average number of employees during the financial year: 1000**

*Justification*

*This compromise amendment is strictly connected to the rationale behind compromise amendment 1. It aims at updating the obsolete reference provided for by Directive 2013/34/EU. The text here presented thus aims at aligning the definition of ‘large undertaking’ with recent legislative developments concerning the 2025 Omnibus Package I, and more specifically recital 5 of proposal for a directive of the European Parliament and of the Council amending Directives 2006/43/EC, 2013/34/EU, (EU) 2022/2464 and (EU) 2024/1760 as regards certain corporate sustainability reporting and due diligence requirements (COM(2025)0081 – C10-0037/2025 – 2025/0045(COD)). Simultaneously, the aim is to avoid that, due to inflation, the more-than-a-decade-old reference inappropriately leads to consideration of some SMEs as large undertakings.*

**Compromise Amendment 3**  
**Mathias Ferrand**  
on behalf of S&D, Renew, EPP

**Replaces amendment 55**

**Proposal for a regulation**  
**Article 2 - paragraph 9 (new)**

*Text proposed by the Commission*

*Amendment*

**(9) “sparsely populated area” means a local administrative unit where the population density falls below 50 inhabitants per square kilometre, as determined by Eurostat’s degree of urbanisation classification.**

*Justification*

*The use of the concept of sparsely populated areas as a basis for differentiated treatment in Article 3, requires a clear and shared definition. Without it, Member States could apply different interpretations, creating legal uncertainty and unequal treatment across the Union. This amendment anchors the concept in an existing, objective and widely used Eurostat classification, ensuring consistency and preventing abuse.*

**Compromise Amendment 4**  
**Laura Bertomeu Cuenca**  
on behalf of S&D, Renew, EPP

**Replaces amendments 61 and 62**

**Proposal for a regulation**  
**Article 3 - paragraph 1 a) (new)**

*Text proposed by the Commission*

Member States shall ensure that from 1 January 2030:

(a) the combined share of zero- and low-emission cars and vans in the total

number of new corporate vehicles registered by large undertakings in their territory in each calendar year is at least equal to the combined targets for zero and low-emission vehicles set in tables 1 and 2 in the Annex.

(b) the share of zero- emission cars and vans in the total number of new corporate vehicles registered by large undertakings in their territory in each calendar year is at least equal to the minimum targets for zero-emission vehicles set in tables 1 and 2 in the Annex.

*Amendment*

Member States shall ensure that from 1 January 2030:

**a) that measures adopted to comply with this Article do not create unjustified distortions of competition or fragmentation within the internal market, and shall guarantee a level playing field for undertakings across the Union**

(b) the combined share of zero- and low-emission cars and vans in the total number

of new corporate vehicles registered by large undertakings in their territory in each calendar year is at least equal to the combined targets for zero and low-emission vehicles set in tables 1 and 2 in the Annex.

(c) the share of zero- emission cars and vans in the total number of new corporate vehicles registered by large undertakings in their territory in each calendar year is at least equal to the minimum targets for zero-emission vehicles set in tables 1 and 2 in the Annex.

*Justification*

*This amendment ensures that the achievement of national targets does not come at the expense of the integrity of the internal market. By explicitly requiring Member States to avoid distortions of competition and fragmentation, it safeguards a level playing field for undertakings across the Union, while maintaining the overall ambition of the Regulation on the uptake of zero- and low-emission vehicles.*

**Compromise Amendment 5**  
**Angèle Tellier, Jared Ong**  
on behalf of The Greens, The Left

**Replaces amendment 63**

**Proposal for a regulation**  
**Article 3 - paragraph 3 (new)**

*Text proposed by the Commission*

*Amendment*

**3. Member States shall adopt differentiated national measures to encourage the uptake of zero-emission vehicles by SMEs, taking into account the specific financial constraints and operational needs of those enterprises. Such measures shall ensure that SMEs have access to dedicated financial support and shall be designed in consultation with representative organisations of SMEs and workers in the relevant sectors, in accordance with national law and practice. The reporting obligations applicable to SMEs shall be simplified and proportionate to their size.**

*Justification*

*This compromise amendment merges Amendment 63 (Tellier, Greens/EFA) with the social dialogue dimension proposed by Ong (The Left). The Regulation risks accelerating decarbonisation for large corporations alone, leaving behind SMEs that are already making genuine efforts to green their fleets. An effective and inclusive transition must acknowledge and support these efforts through measures tailored to the reality of smaller operators. The amendment therefore requires Member States to adopt differentiated support measures for SMEs transitioning to zero- and low-emission vehicles, linked to the SME Clean Fleet Support Mechanism referred to in Article 7(4) to ensure coherence with the broader support architecture of the Regulation. It further provides that those measures be developed in consultation with both SME representative organisations and workers in the relevant sectors, in accordance with national law and practice. This consultation requirement respects the principle of subsidiarity and does not impose a specific form of social dialogue, leaving Member States full flexibility as to its modalities. Finally, the proportionality requirement on reporting reflects the distinct administrative capacity of SMEs compared to large undertakings, ensuring that compliance obligations do not themselves become a barrier to the transition.*

**Compromise Amendment 6**  
**Rapporteur**  
on behalf of S&D, Renew, EPP

**Replaces amendment 64**

**Proposal for a regulation**  
**Article 3 paragraph 3 (new)**

*Text proposed by the Commission*

*Amendment*

**Article 3a**

**Infrastructure conditionality**

**1. Where a Member State demonstrates, in the national plan submitted pursuant to Article 6, that the density of publicly accessible recharging points on its territory falls below the minimum distance-based targets applicable to that Member State under Regulation (EU) 2023/1804 of the European Parliament and of the Council , the Commission shall, by means of an implementing act adopted no later than three months after receiving that plan, reduce the national target applicable to that Member State for the following compliance year by a percentage proportional to the infrastructure shortfall, calculated in accordance with paragraph 2.**

**1a**

**2. The percentage reduction referred to in paragraph 1 shall not exceed 20 percentage points of the applicable national target in any single compliance year and shall not apply for more than three consecutive years. Where a Member State benefits from a reduction under this Article, it shall include in its annual report under Article 6 a dedicated section setting out the measures taken to close the infrastructure gap and the timeline for doing so.**

**Where a Member State benefits from a reduction under this Article, it shall include in its annual report under Article 6 a dedicated section setting out the measures taken to close the infrastructure gap and the timeline for doing so.**

**3. The Commission shall adopt the implementing acts referred to in paragraph 1 in accordance with the examination procedure referred to in Article 5(3). The Commission shall make publicly available the methodology used to calculate the infrastructure shortfall and the resulting target reduction.**

**4. A reduction granted under this Article shall lapse automatically once the Member State concerned demonstrates compliance with the applicable minimum targets under Regulation (EU) 2023/1804 in respect of publicly accessible recharging infrastructure.**

**1a. Regulation (EU) 2023/1804 of the European Parliament and of the Council of 13 September 2023 on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU (OJ L 234, 22.9.2023, p. 1).**

#### *Justification*

*Ambitious corporate fleet targets can only deliver their full decarbonisation potential if the recharging infrastructure is in place to support them. Where that infrastructure is demonstrably absent, as measured against the binding AFIR thresholds already in force, imposing the full national target risks placing large undertakings in a position where compliance is structurally impossible, undermining the credibility of the regulation and generating disproportionate compliance costs. This article provides a bounded, transparent adjustment mechanism directly linked to existing Union infrastructure obligations rather than to discretionary national assessments. The 20-percentage-point ceiling and three-year time limit ensure it cannot function as a permanent exemption. The automatic lapse in paragraph 4 creates a positive incentive for Member States to accelerate infrastructure deployment. The implementing act procedure ensures Commission oversight and comparability across Member States.*

## **Compromise Amendment 7**

**Eolia Boulant, Émile Barnier**

on behalf of European Conservatives and Reformists, and Patriots for Europe

### **Compromise amendment replacing amendments 65 and 67**

#### **Proposal for a regulation**

#### **Article 4 - subpara 1**

##### *Text proposed by the Commission*

As from **two years before the date referred to in Article 3(1)**, Member States shall **not provide any financial support** for the purchase, lease, rent, hire-purchase, or operation of corporate cars and vans other than zero- and low- emission vehicles.

##### *Amendment*

1. As from **the end of the calendar year following the publishing of the report produced by the Commission under Article 7**, Member States shall **progressively phase out** for the purchase, lease, rent, hire-purchase, or operation of corporate cars and vans other than zero- or low- emission vehicles **if and only if the Commission has demonstrated, in respect of concerned Member States, that:**

**(a) No negative impact of this Regulation on the competitiveness of the Union's automotive sector including employment and investment in the supply chain has been observed.**

**(b) The cost of electricity does not exceed 25 Purchasing Standards (PPS) per 100 kWh. Power**

**(c) A satisfactory number of zero- and low-emission vehicles recharging points, to be determined by the Commission's report of Article 7, is met. Unless these conditions are met, Member States shall retain full discretion to extend financial support to any type of vehicles contributing to the Union's climate objectives in accordance with the principle of technological neutrality.**

**Member States shall retain sovereign competence over the design and scope of national financial support schemes for corporate mobility pending the fulfilment of the aforementioned conditions.**

*Justification*

*Here, compromise between the two groups stemmed from reasoned merger of two complementary amendments previously advanced parallelly. The baseline logic is maintained from the amendment previously tabled by the Patriots for Europe: the date of entry into force of the ban on ICE vehicles subsidies is set at a point in time succeeding the review clause rather than preceding it. The end of subsidies would then not compound eventual damages that European companies might suffer due to the content of this regulation. Infrastructural conditionality avoids disproportionate constraints on companies in their path towards a fair and reasonable transition, while taking the prices of electricity into account ensures that the use of zero- and low-emission vehicles does not come at too high a price for European consumers. Moreover, this modification avoids biasing the Commission's first report about the Regulation's impact: any effect resulting from the application of this Regulation could not be negatively distorted downwards by compounded effects generated by the ban on ICE subsidies. Additionally, ECR reasoning is consistently and organically implemented: even once the preconditions for an harmless transition are demonstrably met, the phase-out of subsidies for ICE vehicles must remain gradual. The objective is to limit potential market distortion, support a stable transition for actors, and allow Member States to maintain appropriate flexibility in the design and implementation of their national support schemes.*

**Compromise Amendment 8**  
**Laura Bertomeu Cuenca**  
on behalf of S&D, Renew, EPP

**Replaces amendments 73 and 74**

**Proposal for a regulation**  
**Article 4 - subparagraph 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.

*Amendment*

The Commission shall be empowered to adopt a delegated act in accordance with Article 5 to supplement this Regulation by establishing a methodology for determining whether a car or van is to be considered ‘made in the European Union. ***A corporate vehicle registered in a Member State shall be considered ‘made in the European Union’ where:***

***(a) the vehicle is assembled in a Member State;***

***(b) the share of the total value of components originating in the Union shall progressively increase so as to reach at least 70%, and shall amount to at least:***

***(i) 55% of the total value of components, including the vehicle’s battery, electric drive system and powertrain, originates in the Union from the date of application of this Regulation until 31 December 2028;***

***(ii) 60% of that total value originates in the Union from 1 January 2029 until 31 December 2030;***

***(iii) 65% of that total value originates in the Union from 1 January 2031 until 31 December 2032;***

***(iv) 70% of that total value originates in the Union from 1 January 2033;***

***(c) the manufacturer demonstrates compliance with Union environmental, labour and State aid rules applicable to the production process, ensuring market stability through the reduction of industrial carbon footprints, the protection of workers’ rights as defined in the European Pillar of Social Rights, and the prevention of market-distorting subsidies to foster a level playing field***

*d) in order to support the development of key industrial value chains in the Union, the following additional requirements shall apply:*

*(i) from the date of application of this Regulation, the vehicle's battery, as well as software systems, operating systems, and embedded applications shall include key components originating in the Union, including battery cells;*

*(ii) from three years after the entry into force of this Regulation, the battery shall include additional key components originating in the Union, such as cathode materials and battery management systems;*

*(e) from three years after the entry into force of this Regulation, a substantial share of the value of the vehicle's powertrain and main electronic systems shall originate in the Union, in accordance with the methodology referred to in this Article;*

*(f) the Commission shall adopt delegated acts in accordance with Article 5 to establish the technical methodology for the application of these criteria, without modifying their substance.*

*(g) Manufacturers may be able to not meet those requirements if their application :*

*1) would lead to significant delays due to the unavailability of the required components or final products. Estimated delays in excess of nine months, based on objective, transparent and verifiable data, may be presumed to be significant;*

*2) would incur disproportionate costs. Disproportionate costs shall be presumed to exist where, based on objective, transparent and verifiable data, compliance would increase the cost of the underlying final product or technology by more than 60%.*

## *Justification*

*This amendment pursues three objectives: legal clarity, coherence with Union law, and strengthening the Union's industrial ambition.*

*First, it clarifies the scope of application by replacing the generic reference to "vehicle" with "corporate vehicle registered in a Member State", thereby ensuring consistency with the subject matter and legal basis of this Regulation and avoiding potential ambiguities in its implementation.*

*Second, it aligns the definition of "made in the European Union" with the framework established in the Industrial Accelerator Act. By integrating component-based requirements, in particular for batteries, powertrain and electronic systems, and by introducing a gradual implementation timeline, the amendment ensures consistency across Union legislation, avoids regulatory fragmentation and provides a predictable framework for economic operators. This approach also reflects the Union's existing methodology based on staged requirements and targeted industrial support.*

*Third, the amendment strengthens the Union's strategic autonomy and industrial competitiveness. While maintaining the progressive thresholds proposed, it deepens the industrial dimension of the definition by linking it to the development of key value chains within the Union. This ensures that the Regulation not only stimulates demand for clean vehicles, but also supports the scaling-up of domestic production capacity, reduces external dependencies and reinforces the resilience of the European automotive ecosystem.*

*Overall, the amendment strikes a balance between ambition and feasibility by combining clear and predictable requirements with a gradual and realistic implementation pathway.*

**Compromise Amendment 9**  
**Anouck Guillard**  
on behalf of S&D, Renew, EPP

**Replaces amendments 78**

**Proposal for a regulation**  
**Article 4 subpara 1 (new)**

*Text proposed by the Commission*

*Amendment*

**From six months after entry into force, when issuing a vehicle’s certificate of conformity in accordance with Articles 36 and 37 of Regulation (EU) 2018/858, for vehicles in compliance with the relevant “Made in the European union” requirements, manufacturers can voluntarily provide an accompanying document certifying the compliance of the vehicle.**

*Justification*

*In order to avoid any confusion on the application and respect of the “made in the European union” clause, this certification will enable corporations to make a clear choice in the vehicles they will buy. This “made in the European union” mention is a strong tool for the EU to foster its competitiveness and protect its own vehicle industry.*

**Compromise Amendment 10**  
**Anouck Guillard**  
on behalf of S&D, Renew, EPP

**Replaces amendments 80**

**Proposal for a regulation**  
**Article 5 para 1 b (new)**

*Text proposed by the Commission*

*Amendment*

**(1a) The scope of the delegation conferred by the third subparagraph of Article 4 is limited to the establishment of technical measurement rules for the criteria set out in that subparagraph. The Commission shall not use that delegation to modify, add to, or derogate from any of those criteria. Any delegated act that purports to do so shall be considered to exceed the scope of the delegation and may be revoked pursuant to paragraph 3 of this Article.**

**Compromise Amendment 11**  
**Rapporteur**  
on behalf of S&D, Renew, EPP

**Replaces amendments 81**

**Proposal for a regulation**  
**Article 5 – paragraph 2**

*Text proposed by the Commission*

2. The power to adopt **delegated acts referred to in Article 5(3)** shall be conferred on the Commission for an indeterminate period of time from [OP insert date = the date of entry into force of this Regulation).

*Amendment*

2. The power to adopt the **delegated act referred to in the third subparagraph of Article 4** shall be conferred on the Commission for a period of five years from [OP insert date = the date of entry into force of this Regulation]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period. The Commission shall adopt the delegated act no later than twelve months after the entry into force of this Regulation.

*Justification*

*This amendment replaces the indeterminate duration of the delegation with a five-year renewable period subject to Parliamentary and Council oversight, consistent with better law-making principles and Article 290 TFEU, and adds a mandatory twelve-month adoption deadline to ensure the 'made in the European Union' conditionality in Article 4 is operational from the outset.*

**Compromise Amendment 12**  
**Angèle Tellier, Jared Ong**  
on behalf of The Greens, The Left

**Replaces amendments 84**

**Proposal for a regulation**  
**Article 6 - paragraph 1**

*Text proposed by the Commission*

By 28 February 2028, and every two years thereafter, each Member State shall submit to the Commission a national plan describing the measures it has in place and the measures that it plans to implement in order to achieve the national targets set out in the Annex of this Regulation.

*Amendment*

By 28 February 2028, and every two years thereafter, each Member State shall submit to the Commission a national plan describing the measures it has in place and the measures that it plans to implement in order to achieve the national targets set out in the Annex of this Regulation. **The national plan shall be developed in consultation with representatives of workers in the automotive manufacturing, maintenance and transport services sectors, in accordance with national law and practice. The national plan shall also include:**

**(a) a dedicated section describing the measures that the Member State has in place or plans to implement to support SMEs in transitioning to zero- and low emission corporate vehicles, and an assessment of the specific barriers faced by SMEs in its territory in accessing zero- and low-emission vehicles, including financial, operational and infrastructure constraints;**

(b) an assessment of the measures in place or planned to support the reskilling and retraining of workers in sectors affected by the transition to zero- and low emission vehicles, with reference to applicable Union just transition support mechanisms, including the Just Transition Fund and the European Social Fund+.

### *Justification*

*This compromise amendment merges and expands upon Amendment 84 (Tellier, Greens/EFA) on SME content in national plans with the worker consultation and just transition provisions proposed by Ong (The Left). The amendment introduces two parallel obligations for national plans: first, a worker consultation requirement ensuring that the automotive manufacturing and transport services sectors can contribute to the design of national implementation pathways, in accordance with national law and practice; second, a content requirement covering both SME transition barriers and worker reskilling and retraining measures. The consultation requirement is framed to be consistent with the principle of subsidiarity and with the diversity of social dialogue traditions across Member States. It does not prescribe a specific form of consultation nor does it confer a right of approval on any party. Point (b) gives operative effect to the just transition dimension of the Regulation by requiring Member States to address worker support through available Union instruments. This is consistent with the Council's repeated conclusions on the need to ensure a socially fair transition and with the objectives of the Just Transition Fund as established under Regulation (EU) 2021/1056.*

**Compromise Amendment 13**  
**Bazile Beurlet**  
on behalf of S&D, Renew, EPP

**Replaces amendments 90**

**Proposal for a regulation**  
**Article 6a (new)**

*Text proposed by the Commission*

*Amendment*

***1. Member States shall establish a Second-Hand Social Leasing Mechanism, or equivalent support schemes, to guarantee affordable access to zero and low-emission mobility for lower-income households, workers dependent on personal vehicles for commuting, and SMEs, while ensuring flexibility and respecting national competences. Member States shall include in the national plans referred to in Article 6 an overview measures in place to finance and implement this mechanism. In order to monitor the effectiveness of the Second-Hand Social Leasing Mechanism, Member States shall make use of existing data resources to report on the availability and pricing trends of zero- and low-emission vehicles in the second-hand market, relevant national fiscal or financial support measures, and the adequacy of publicly accessible recharging infrastructure in areas where lower-income households are disproportionately concentrated.***

***1a. To guarantee the swift availability of affordable vehicles in the second-hand market, Member States shall ensure that financial support schemes for new corporate zero- and low-emission vehicles include mechanisms to facilitate their timely transfer to the***

***Union's second-hand market, including through minimum retention periods or structured resale obligations. Member States shall be encouraged to prioritise financial incentives for second-hand zero-and low-emission vehicles over new vehicles, avoiding disproportionate interference with commercial practices and ensuring a level-playing field across the Union.***

#### *Justification*

*A mere reporting assessment is insufficient to guarantee a socially just transition; Member States should encourage concrete mechanisms, such as Second-Hand Social Leasing schemes, to improve access to affordable mobility for lower-income households, commuters and SMEs.*

*At the same time, proportionate measures to facilitate the transfer of vehicles to the second-hand market can enhance the effectiveness of public support, while avoiding undue interference with commercial practices and ensuring a level playing field across the Union.*

**Compromise Amendment 14**  
**Rapporteur**  
on behalf of S&D, Renew, EPP

**Replaces amendments 92**

**Proposal for a regulation**  
**Article 7**

*Text proposed by the Commission*

By 31 December 2032, the Commission shall review this Regulation **and, where appropriate, submit a legislative proposal for its amendment, including for the setting of targets for the share of zero- and low-emission vehicles for the period after 2035.**

*Amendment*

By 31 December 2032, the Commission shall review this Regulation, *submit a report on its findings to the European Parliament and to the Council, and present a legislative proposal for the amendment of this Regulation, including for the setting of targets for the share of zero- and low-emission vehicles for the period after 2035, unless the Commission concludes in that report, with detailed justification, that such a proposal is not necessary. That report shall assess the extent to which the targets set out in the Annex have been met, the impact of this Regulation on the competitiveness of the Union's automotive sector including employment and investment in the supply chain, the availability and affordability of zero- and low-emission vehicles across all market segments, the pace of deployment of recharging infrastructure across the Union, and the contribution of this Regulation to improvements in air quality. That review shall also cover the interaction of this Regulation with other relevant Union legal acts, in particular Regulation (EU) 2019/631. The European Parliament and the Council shall examine the report and any accompanying legislative proposal in accordance with the ordinary legislative procedure. The Commission shall make use of the Sustainable Transport Forum to collect information in view of the review, and to support stakeholders and Member States in putting in place measures to meet the targets and to discuss follow-up initiatives.*

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### *Justification*

*This amendment replaces the indeterminate duration of the delegation with a five-year renewable period subject to Parliamentary and Council oversight, consistent with better law-making principles and Article 290 TFEU, and adds a mandatory twelve-month adoption deadline to ensure the 'made in the European Union' conditionality in Article 4 is operational from the outset.*

**Compromise Amendment 15**  
**Angèle Tellier, Jared Ong**  
on behalf of The Greens, The Left

**Replaces amendments 95**

**Proposal for a regulation**  
**Article 7 - paragraph 2 (new)**

*Text proposed by the Commission*

*Amendment*

***2. In carrying out the review referred to in paragraph 1, the Commission shall specifically assess the feasibility and appropriateness of extending the scope of the national targets to SMEs, taking into account market developments, the accessibility and affordability of zero-emission vehicles for smaller operators and the specific operational and financial constraints faced by SMEs. The Commission shall also take into account the objective of climate neutrality by 2050 set under the Green Deal, the latest scientific evidence on climate change, including the degree of global warming recorded relative to pre-industrial levels and the remaining carbon budget compatible with limiting warming to 1.5°C in accordance with the Paris Agreement. Where that assessment confirms feasibility, the Commission shall include in its legislative proposal provisions to bring SMEs within the scope of this Regulation, with differentiated targets and adequate support measures adapted to their size and financial capacity.***

### *Justification*

*The current review clause limits the Commission's assessment to the period after 2035 and makes no reference to SMEs, despite the fact that SMEs represent 99% of Union businesses and collectively operate a substantial share of corporate vehicles. This amendment ensures that the review is comprehensive and forward-looking, by explicitly requiring the Commission to assess the feasibility of extending the national targets to SMEs on the basis of the monitoring data collected pursuant to Article 6. Tying the SME inclusion assessment to concrete evidence (market developments, affordability, effectiveness of the support mechanism) ensures that any future extension of the scope is grounded in robust data rather than political assumptions. The reference to differentiated targets and adapted support measures signals that SME inclusion, when it comes, will be proportionate and accompanied by the necessary enabling conditions, addressing concerns about regulatory burden on smaller operators.*

**Compromise Amendment 16**  
**Anouck Guillard**  
on behalf of S&D, Renew, EPP

**Replaces amendments 1 and 2**

**Proposal for a regulation**  
**Recital 1**

*Text proposed by the Commission*

(1) Road transport is the dominant transport mode in the Union, accounting in 2023 for 52.6 % of total freight transport activity and 81.2 % of passenger transport activity, while being responsible for 22.6 % of the Union greenhouse gas emissions and 35 % of its NOx emissions.

*Amendment*

(1) Road transport is the dominant transport mode in the Union, accounting in 2023 for 52.6 % of total freight transport activity and 81.2 % of passenger transport activity, while being responsible for 22.6 % of the Union greenhouse gas emissions and 35 % of its NOx emissions. **Air pollution from road vehicles caused an estimated 48,000 premature deaths attributable to NO2 exposure and 239,000 premature deaths attributable to fine particulate matter (PM2.5) in the Union in 2022. Road transport plays a vital role in the internal market; the transition to lower emissions shall therefore contribute to strengthening the Union's strategic autonomy, be technologically neutral and innovation-driven, while supporting competitiveness and the development of clean technologies.**

*Justification*

*The amendment adds quantitative data from the European Environment Agency's latest burden of disease assessment to explicitly ground this regulation in its public health dimension, strengthening its legal basis under Articles 168 and 191 TFEU. Corporate vehicles, given their higher mileage and urban concentration, contribute disproportionately to these impacts, reinforcing the case for targeted Union-level action. It also reinforces the economic and competitiveness dimension of the regulation by recognising the vital role of road transport in the internal market, while ensuring that the transition to lower emissions while supporting industrial competitiveness and the development of clean technologies across all Member States.*

**Compromise Amendment 17**  
**Rapporteur**  
on behalf of S&D, Renew, EPP

**Replaces amendments 3**

**Proposal for a regulation**  
**Recital 2**

*Text proposed by the Commission*

*Amendment*

(2) The Communication of the Commission on ‘The European Green Deal’<sup>22</sup> and Regulation (EU) 2021/1119 of the European Parliament and of the Council<sup>23</sup> set out the steps towards climate-neutrality by 2050 and the need to reduce transport greenhouse gas emissions by 90% by 2050, relative to 1990. The Industrial Action Plan for the European automotive sector<sup>24</sup> and the Clean Industrial Deal<sup>25</sup> outline the importance of the automotive sector for European Union industrial competitiveness and show the need for action on corporate vehicles.

(2) The Communication of the Commission on ‘The European Green Deal’<sup>22</sup> and Regulation (EU) 2021/1119 of the European Parliament and of the Council<sup>23</sup> set out the steps towards climate-neutrality by 2050 and the need to reduce transport greenhouse gas emissions by 90% by 2050, relative to 1990. ***Such significant reductions are necessary as the transport sector remains the only major sector in the Union where greenhouse gas emissions remain above 1990 levels, while emissions in other sectors, including power generation, industry and agriculture, have decreased***<sup>23a</sup>. The Industrial Action Plan for the European automotive sector<sup>25</sup> and the Clean Industrial Deal<sup>25</sup> outline the importance of the automotive sector for European Union industrial competitiveness and show the need for action on corporate vehicles.

*Justification*

<sup>22</sup> Communication from the Commission to the European Parliament, the European Council, the Council, the European Economic and Social Committee and the Committee of the Regions ‘The European Green Deal’ of 11 December 2019, COM(2019) 640 final.

<sup>23</sup> Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021 establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999 (‘European Climate Law’) (OJ L 243, 9.7.2021, p. 1, ELI: <http://data.europa.eu/eli/reg/2021/1119/oj> ).

<sup>22</sup> Communication from the Commission to the European Parliament, the European Council, the Council, the European Economic and Social Committee and the Committee of the Regions ‘The European Green Deal’ of 11 December 2019, COM(2019) 640 final.

<sup>24</sup> Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions – Industrial Action Plan for the European automotive sector, COM(2025) 95 final, 5.3.2025, CELEX: 52025DC0095.

<sup>25</sup> Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions – The Clean Industrial Deal: A joint roadmap for competitiveness and decarbonisation, COM/2025/85 final, 26.2.2025, CELEX: 52025DC0085.

R<sup>23</sup> Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021 establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999 ('European Climate Law') (OJ L 243, 9.7.2021, p. 1, ELI:

<http://data.europa.eu/eli/reg/2021/1119/oj>).

<sup>23a</sup> ***Report from the Commission to the European Parliament and the Council – Climate Action Progress Report 2023, COM(2023) 653 final, 24.10.2023, CELEX: 52023DC0653.***

<sup>24</sup> Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions – Industrial Action Plan for the European automotive sector, COM(2025) 95 final, 5.3.2025, CELEX: 52025DC0095.

<sup>25</sup> Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions – The Clean Industrial Deal: A joint roadmap for competitiveness and decarbonisation, COM/2025/85 final, 26.2.2025, CELEX: 52025DC0085.

### *Justification*

*Transport is the only major sector in the Union where greenhouse gas emissions remain above 1990 levels, making targeted action on corporate fleets particularly urgent. This amendment contextualises the 90% emission reduction target within the broader sectoral decarbonisation picture, reinforcing the necessity and proportionality of Union-level action in accordance with Article 5 TEU.*

**Compromise Amendment 18**  
**Rapporteur**  
on behalf of S&D, Renew, EPP

**Replaces amendments 5**

**Proposal for a regulation**  
**Recital 4**

*Text proposed by the Commission*

(4) Each year, around 10 million new cars and 1.5 million new vans are registered in the Union. Around 60% of cars, and around 90 % of the vans, are corporate vehicles registered by legal entities. Those include various types of vehicles and use cases, among others: vehicles registered by leasing and rental companies; company cars provided as benefit-in-kind for company employees; vehicles used by hauliers, taxi, ride hailing, and car-sharing companies to provide mobility and logistics services; **vehicles used for own account, the cars used to drive a company's management to meetings, or the distribution vehicles; showroom and test vehicles available at vehicle dealerships.**

*Amendment*

(4) Each year, around 10 million new cars and 1.5 million new vans are registered in the Union. Around 60% of cars, and around 90 % of the vans, are corporate vehicles registered by legal entities. Those include various types of vehicles and use cases, among others: vehicles registered by leasing and rental companies; company cars provided as benefit-in-kind for company employees; vehicles used by hauliers, taxi, ride hailing, and car-sharing companies to provide mobility and logistics services; **vehicles used by companies for their internal business operations, such as management travel or goods distribution.**

*Justification*

*Showroom and test vehicles have an operational profile that differs from other corporate vehicles: they are frequently registered and deregistered, which makes compliance monitoring through vehicle registries impractical and could generate an administrative burden disproportionate to the regulatory objective. This amendment replaces the existing enumeration with a category defined by use for internal business purposes. This reformulation reflects the operational characteristics common to the vehicles concerned and aligns the scope of the provision with how compliance can be monitored in practice.*

**Compromise Amendment 19**  
**Anouck Guillard**  
on behalf of S&D, Renew, EPP

**Replaces amendment 24**

**Proposal for a regulation**  
**Recital 6**

*Text proposed by the Commission*

6) Corporate vehicles also generally reach the second-hand market much faster than private vehicles; in particular, rental vehicles are often resold within a year, and leasing vehicles which are often resold after three to five years. A higher share of zero- and low-emission corporate vehicles would therefore significantly enhance their swift availability in the second-hand market, **making it more affordable for citizens and businesses to replace other more CO2 emitting and polluting technologies with zero-and low-emission vehicles.**

*Amendment*

(6) Corporate vehicles also generally reach the second-hand market much faster than private vehicles; in particular, rental vehicles are often resold within a year, and leasing vehicles which are often resold after three to five years. A higher share of zero-and low-emission corporate vehicles would therefore significantly enhance their swift availability in the second-hand market. **To guarantee that these vehicles remain within the Union and effectively benefit citizens, Member States shall establish mechanisms such as minimum retention periods and established Second-Hand Social Leasing schemes. This will make zero- and low- emission mobility more accessible.**

*Justification*

*Consequential amendment to Article 6a – paragraph 1.*

**Compromise Amendment 20**  
**Rapporteur**  
on behalf of S&D, Renew, EPP

**Replaces amendment 25**

**Proposal for a regulation**  
**Recital 7**

*Text proposed by the Commission*

(7) Several Member States have put in place incentives and support schemes to accelerate the transition to zero-emission vehicles in corporate fleets. Those good practices, in particular targeted reforms of company-car taxation, accelerated depreciation schemes for zero- and low-emission vehicles and local requirements for urban mobility services, provide useful guidance for the design and implementation of measures taken by Member States. However, those measures are not sufficient and fragmented across Member States, while support for high-emission vehicles still continues to be provided in many instances across the Union. This situation does not ensure a level playing field nor support the necessary level of new zero- and low-emission vehicles registrations across the Union, hampering the single market integration in terms of both supply and use of zero- and low-emission vehicles. Furthermore, insufficiently coordinated national action risks hindering fleets operating across borders and limits the efficient allocation of zero- and low-emission vehicles in the internal market, increases information cost for key transport actors and hinders cost-effective implementation of fleet transitions towards zero emissions. A coherent measure to stimulate the uptake of zero- and low-emission vehicles at Union level is therefore necessary.

*Amendment*

(7) Several Member States have put in place incentives and support schemes to accelerate the transition to zero-emission vehicles in corporate fleets. Those good practices, in particular targeted reforms of company-car taxation, accelerated depreciation schemes for zero- and low-emission vehicles and local requirements for urban mobility services, provide useful guidance for the design and implementation of measures taken by Member States. ***A harmonised Union-level framework would allow those good practices to be scaled across the single market, creating the conditions for a deep and liquid market for zero- and low-emission corporate vehicles that benefits fleet operators, consumers and manufacturers alike.*** However, those measures are not sufficient and fragmented across Member States, while support for high-emission vehicles still continues to be provided in many instances across the Union. This situation does not ensure a level playing field nor support the necessary level of new zero- and low-emission vehicles registrations across the Union, hampering the single market integration in terms of both supply and use of zero- and low-emission vehicles.

Furthermore, insufficiently coordinated national action risks hindering fleets operating across borders and limits the efficient allocation of zero- and low-emission vehicles in the internal market, increases information cost for key transport actors and hinders cost-effective implementation of fleet transitions towards zero emissions. A coherent measure to stimulate the uptake of zero- and low-emission vehicles at Union level is therefore necessary.

### *Justification*

*Framing the Union action as a market-enabling tool rather than solely a regulatory intervention better reflects the competitiveness objectives of the Clean Industrial Deal and strengthens the proportionality justification for action at the Union level.*

## Compromise Amendment 21

**Eolia Boulard and Émile Barnier**

on behalf of European Conservatives and Reformists, and Patriots for Europe

### Compromise amendment replacing amendments 26 and 27

#### Proposal for a regulation

##### Recital 11

###### *Text proposed by the Commission*

Given the higher barriers they often face to access finance, SMEs are generally disproportionately affected by the higher purchase costs of zero-emission vehicles. Therefore, the national targets should be based on the share of zero- and low-emission vehicles in total corporate registrations only by large undertakings; for the sake of consistency, the notion of large undertakings **should be drawn from Directive 2013/34/EU of the European Parliament and of the Council.**

###### *Amendment*

Given the higher barriers they often face to access finance, SMEs are generally disproportionately affected by the higher purchase costs of zero-emission vehicles. Therefore, the national targets should be based on the share of zero- and low-emission vehicles in total corporate registrations only by large undertakings; for the sake of consistency, the notion of large undertakings **shall be clearly defined in this Regulation, according to the changes brought by Directive 2023/2775(EU) of 17 October 2023 amending Directive 2013/34/EU(1).**

###### *Justification*

*After having proposed a similar amendment for the same recital, the European Conservatives and Reformist and the Patriots for Europe have reached an agreement on the appropriateness of Delegated Directive 2023/2775 (EU) amending Directive 2013/34/EU as a reference for the definition of ‘large undertakings’. Indeed, the reference revises the one provided for by Directive 2013/34/EU, by now outdated in light of recent developments. Going back to an outdated definition, already proven to be insufficient, would only damage the adequateness and relevance of the proposition.*

**Compromise Amendment 22**  
**Rapporteur**  
on behalf of S&D, Renew, EPP

**Replaces amendment 31**

**Proposal for a regulation**  
**Recital 13**

*Text proposed by the Commission*

(13) Cars and vans are primarily used within the Member State where they are registered, and the markets for vehicles and services are mostly segmented by Member State. The national targets for the cumulated share of zero- and low emission vehicles in new registrations by large undertakings should be set at different levels for cars and vans, to reflect the different level of technology and market development. For those vehicles, differences across Member States should be reflected in the level of the targets that respectively apply to them. Those national targets should be calculated starting from a level of ambition set for the whole Union taking account of the emission requirements set out for the respective vehicle categories in Regulation (EU) 2019/631, and modulated across Member States. The modulation should take account of each Member State's economic capacity, with the gross domestic product per capita used as proxy.

*Amendment*

(13) Cars and vans are primarily used within the Member State where they are registered, and the markets for vehicles and services are mostly segmented by Member State. The national targets for the cumulated share of zero- and low emission vehicles in new registrations by large undertakings should be set at different levels for cars and vans, **to reflect their different operational characteristics, including payload requirements and vehicle usage patterns, as well as** the different level of technology and market development. For those vehicles, differences across Member States should be reflected in the level of the targets that respectively apply to them. Those national targets should be calculated starting from a level of ambition set for the whole Union taking account of the emission requirements set out for the respective vehicle categories in Regulation (EU) 2019/631, and modulated across Member States. The modulation should take account of each Member State's economic capacity, with the gross domestic product per capita used as proxy.

### *Justification*

*This amendment broadens the rationale for setting different targets for cars and vans beyond market and technology development, by explicitly recognising their distinct operational characteristics. This ensures the differentiation rests on a more durable, structural foundation rather than solely on transient market conditions.*

**Compromise Amendment 23**  
**Mathias Ferrand**  
on behalf of S&D, Renew, EPP

**Replaces amendment 34 and 35**

**Proposal for a regulation**  
**Recital 14**

*Text proposed by the Commission*

(14) Plug-in hybrid electric vehicles and range-extended electric vehicles can play a role in the transition towards zero emission mobility and can be useful for specific use case as well as in other specific global markets beyond 2035. The recognition of their contribution can support continued investments and innovation of such technologies.

*Amendment*

(14) Plug-in hybrid electric vehicles, range-extended electric vehicles and **other low-emission technologies** can play a role in the transition towards zero emission mobility and can be useful for specific use cases and **market segments**, as well as in other global markets beyond 2035. The recognition of their contribution can support continued investments and innovation of such technologies.

*Justification*

*It is necessary to explicitly recognise the transitional role of plug-in hybrid electric vehicles, range-extended electric vehicles and other low-emission technologies in achieving the Union's decarbonisation objectives.*

**Compromise Amendment 24**  
**Gautier Blanchard**  
on behalf of S&D, Renew, EPP

**Replaces amendment 37**

**Proposal for a regulation**  
**Recital 15**

*Text proposed by the Commission*

(15) Member States should be allowed to apply any measure they deem necessary to reach the targets set out in this Regulation, including introducing more favourable road tolling; taxation favouring the uptake of zero- and low-emission vehicles or other State support measures subject to applicable State aid rules; introducing requirements in licensing for specific passenger transport services (such as taxis, ride-hailing); improving enabling conditions for the use of zero- and low-emission vehicles, such as availability of dedicated recharging points at specific locations or preferential access to parking. Member States should also be allowed to set targets for specific categories of companies or fleet operators. The availability of recharging infrastructure allowing to recharge easily and at accessible prices is a key enabling factor, which can be ensured by Member States taking into account the specific operational requirements of corporate fleets, also contributing to meeting their targets set in Regulation (EU) 2023/1804 of the European Parliament and of the Council<sup>30</sup>. The Communication “Decarbonising corporate fleets”<sup>31</sup> provides several examples of good practices and effective measures that can be put in place at national level to increase the share of zero-emission vehicles in corporate fleets.

*Amendment*

(15) Member States should be allowed to apply any measure they deem necessary to reach the targets set out in this Regulation, including introducing more favourable road tolling; taxation favouring the uptake of zero- and low-emission vehicles or other State support measures subject to applicable State aid rules; introducing requirements in licensing for specific passenger transport services (such as taxis, ride-hailing); improving enabling conditions for the use of zero- and low-emission vehicles, such as availability of dedicated recharging points at specific locations or preferential access to parking. Member States should also be allowed to set targets for specific categories of companies or fleet operators. The availability of recharging infrastructure allowing to recharge easily and at accessible prices is a key enabling factor, which can be ensured by Member States taking into account the specific operational requirements of corporate fleets, also contributing to meeting their targets set in Regulation (EU) 2023/1804 of the European Parliament and of the Council. The Communication “Decarbonising corporate fleets” provides several examples of good practices and effective measures that can be put in place at national level to increase the share of zero-emission vehicles in corporate fleets. ***Member States are especially encouraged to foster measures to be taken also by Regions on the local level by informing, exchanging data and information with Regions. Member States will make sure the transition towards green corporate fleets is widely and coherently adopted***

### *Justification*

*This amendment aims to sensitize Member States to the importance of allowing Regions to participate in the process of clean corporate fleet adoption without letting any territory behind and converging local and national policies, sometimes by having specific attention for Regions with specific needs*

**Compromise Amendment 25**  
**Laura BERTOMEU CUENCA**  
on behalf of S&D, Renew, EPP

**Replaces amendment 41**

**Proposal for a regulation**  
**Recital 17**

*Text proposed by the Commission*

(17) The way financial support measures are devised is often decisive for choosing which corporate vehicle to purchase. Without prejudice to national competences, Member States should make full use of this lever, by providing financial support for corporate vehicles exclusively to zero- and low-emission vehicles. Council conclusions have repeatedly emphasised the need to phase out as soon as possible fossil fuel subsidies. Financial support that **only** benefits zero- and low emission vehicles can support Union efforts to increase at an accelerated pace its energy security and move away from imports of fossil fuels. In order to support decarbonisation in key industry sectors supplying the automotive industry and also promote clean technology products and the domestic production of technologies such as batteries for electric vehicles, the Commission has announced in the Clean Industrial Deal a proposal for an Industrial Accelerator Act. Since the transition towards zero-emission vehicles in corporate fleets may be subject to public financial support in Member States, there is a potential for using public support to help strengthen domestic value chains in the automotive sector. Cars and vans ‘made in the European Union’ can contribute to the creation of a stable lead market for European suppliers, enhancing the competitiveness of Union industry,

*Amendment*

(17) The way financial support measures are devised is often decisive for choosing which corporate vehicle to purchase. Without prejudice to national competences, Member States should make full use of this lever, by providing financial support for corporate vehicles ***in a manner that promotes the uptake of zero- and low-emission vehicles, while ensuring technological openness and a level playing field across the Union.*** Council conclusions have repeatedly emphasised the need to phase out as soon as possible fossil fuel subsidies. Financial support that ***primarily*** benefits zero- and low emission vehicles can support Union efforts to increase at an accelerated pace its energy security and move away from imports of fossil fuels. In order to support decarbonisation in key industry sectors supplying the automotive industry and also promote clean technology products and the domestic production of technologies such as batteries for electric vehicles ***and the development of critical automotive software*** the Commission has announced in the Clean Industrial Deal a proposal for an Industrial Accelerator Act. Since the transition towards zero-emission vehicles in corporate fleets may be subject to public financial support in Member States, there is a potential for using public support to help strengthen domestic value chains in the automotive sector. Cars and vans ‘made in the European Union’, ***in accordance with***

maintaining its workforce and helping attract new investments in Union production capacity in those sectors.

**Article 4**, can contribute to the creation of a stable lead market for European suppliers, enhancing the competitiveness of Union industry, maintaining its workforce and helping attract new investments in Union production capacity in those sectors, ***while ensuring fair competition within the internal market.***

### *Justification*

*This amendment clarifies that the 'Made in the European Union' criteria is in Article 4 and it emphasizes its role in ensuring technological openness and a level playing field across the Union. Moreover, consequential amendment to align with the inclusion of software in the 'Made in the European Union' criteria in Article 4. The European automotive sector's competitiveness relies not only on physical manufacturing capabilities, such as battery production, but equally on mastering digital engineering, operating systems, and embedded software. True industrial sovereignty must encompass the digital architecture of the vehicles of tomorrow.*

**Compromise Amendment 26**  
**Lucas Cutuna**  
on behalf of S&D, Renew, EPP

**Replaces amendment 42**

**Proposal for a regulation**  
**Recital 18**

*Text proposed by the Commission*

(18) In order to be in a position to align requirements on strengthening domestic value chains in the automotive sector with the upcoming Industrial Accelerator Act, as announced in the Clean Industrial Deal, the Commission should be empowered to adopt delegated acts to set up a methodology for determining the criteria for a car or van to be considered ‘made in the European Union’.

*Amendment*

(18) In order to be in a position to align requirements on strengthening domestic value chains in the automotive sector with the upcoming Industrial Accelerator Act, as announced in the Clean Industrial Deal, **the Commission should be empowered to adopt delegated acts to set up a methodology for determining the criteria for a car or van to be considered ‘made in the European Union’. These criteria should be established while ensuring proportionality and industrial adaptability. The Commission should be empowered to adopt delegated acts to adjust certain technical parameters or methodologies to ensure the Regulation remains flexible and responsive to evolving market conditions and technical advancements.**

*Justification*

*This amendment seeks to ensure that the Regulation remains future-proof by introducing necessary industrial flexibility. As highlighted in the presentations on the Industrial Accelerator Act (IAA), the automotive sector requires a framework that avoids bureaucratic bottlenecks. By allowing the Commission to adjust technical parameters through delegated acts, we ensure a proportionate and responsive mechanism that supports European competitiveness and strategic autonomy while accounting for the rapid pace of technological innovation.*

**Compromise Amendment 27**  
**Angèle Tellier, Jared Ong**  
on behalf of The Greens, The Left

**Replaces amendments 16 and 44**

**Proposal for a regulation**  
**Recital 19**

*Text proposed by the Commission*

(19) To allow the Commission to appropriately monitor and to follow the implementation of this Regulation, each Member State should submit to the Commission a national plan describing the measures it has in place and the measures it plans to implement to reach the national targets set out in the Annex. In order to demonstrate compliance with the new registration targets, each Member State should report to the Commission, on a yearly basis, the number of new vehicles registered by large undertakings on its territory, and the share of zero- and low-emission vehicles therein, by vehicle category, based on data extracted from their vehicle registries or any other relevant sources of information such as fiscal databases and registries. ***The Commission should review this Regulation in 2032, and where relevant adopt proposals for its revision, including by setting targets for subsequent periods, taking into account relevant market and technology developments. In evaluating the functioning of this Regulation, the Commission should assess the extent to which the objectives of this Regulation have been met and the extent to which it has impacted the competitiveness of the relevant sectors. That review should also cover the interaction of this Regulation with other relevant Union legal acts. The Commission should make use of the***

*Amendment*

(19) To allow the Commission to appropriately monitor and to follow the implementation of this Regulation, each Member State should submit to the Commission a national plan describing the measures it has in place and the measures it plans to implement to reach the national targets set out in the Annex. In order to demonstrate compliance with the new registration targets, each Member State should report to the Commission, on a yearly basis, the number of new vehicles registered by large undertakings on its territory, and the share of zero- and low-emission vehicles therein, by vehicle category, based on data extracted from their vehicle registries or any other relevant sources of information such as fiscal databases and registries. ***While SMEs are not subject to the national targets laid down in this Regulation, Member States should monitor and report to the Commission, on a yearly basis, the number of new corporate vehicles registered by SMEs and the share of zero- and low-emission vehicles therein, by vehicle category. Such data shall provide the Commission and Member States with the evidence base necessary to assess the pace of fleet decarbonisation across all corporate operators and shall be taken into account by the Commission when carrying out the review referred to in***

*Sustainable Transport Forum to collect information in view of the review, and to support stakeholders and Member States in putting in place measures to meet the targets and to discuss follow up initiatives.*

*Article 7, with a view to determining whether the scope of the national targets should be extended to SMEs in light of market developments and the overall progress of SMEs towards zero-emission fleet transition. The Commission should review this Regulation in 2032, and where relevant adopt proposals for its revision, including by setting targets for subsequent periods **and including SMEs**, taking into account relevant market, **environmental** and technology developments. In evaluating the functioning of this Regulation, the Commission should assess the extent to which the objectives of this Regulation have been met and the extent to which it has impacted the competitiveness of the relevant sectors. That review should also cover the interaction of this Regulation with other relevant Union legal acts. The Commission should make use of the Sustainable Transport Forum to collect information in view of the review, and to support stakeholders and Member States in putting in place measures to meet the targets and to discuss follow up initiatives.*

#### *Justification*

*Effective monitoring of corporate fleet decarbonisation must extend beyond large undertakings to provide a complete picture of progress across the Union. While SMEs are not yet subject to the national targets, collecting data on their zero-emission vehicle uptake from the outset ensures that the Commission has the necessary evidence to assess whether and how to extend the scope of this Regulation to SMEs at the time of the review provided for in Article 7. This prepares the ground for a potential future inclusion of SMEs, ensuring that such a decision will be based on robust, comparable data rather than estimates — and that SMEs are not overlooked when the Commission evaluates the Regulation's overall effectiveness.*

**Compromise Amendment 28**  
**Rapporteur**  
on behalf of S&D, Renew, EP

**Replaces amendments 45**

**Proposal for a regulation**  
**Recital 19**

*Text proposed by the Commission*

(19) To allow the Commission to appropriately monitor and to follow the implementation of this Regulation, each Member State should submit to the Commission a national plan describing the measures it has in place and the measures it plans to implement to reach the national targets set out in the Annex. In order to demonstrate compliance with the new registration targets, each Member State should report to the Commission, on a yearly basis, the number of new vehicles registered by large undertakings on its territory, and the share of zero- and low-emission vehicles therein, by vehicle category, based on data extracted from their vehicle registries or any other relevant sources of information such as fiscal databases and registries. The Commission should review this Regulation in 2032, ***and where relevant adopt proposals for its revision, including by setting targets for subsequent periods, taking into account relevant market and technology developments. In evaluating the functioning of this Regulation, the Commission should assess the extent to which the objectives of this Regulation have been met and the extent to which it has impacted the competitiveness of the relevant sectors.***

*Amendment*

(19) To allow the Commission to appropriately monitor and to follow the implementation of this Regulation, each Member State should submit to the Commission a national plan describing the measures it has in place and the measures it plans to implement to reach the national targets set out in the Annex. In order to demonstrate compliance with the new registration targets, each Member State should report to the Commission, on a yearly basis, the number of new vehicles registered by large undertakings on its territory, and the share of zero- and low-emission vehicles therein, by vehicle category, based on data extracted from their vehicle registries or any other relevant sources of information such as fiscal databases and registries. The Commission should review this Regulation in 2032, ***submit a report to the European Parliament and to the Council on its findings, and present a legislative proposal for its revision, including by setting targets for subsequent periods, unless the Commission concludes in that report, with detailed justification, that such a proposal is not necessary.***

***That review should also cover the interaction of this Regulation with other relevant Union legal acts.*** The Commission should make use of the Sustainable Transport Forum to collect information in view of the review, and to support stakeholders and Member States in putting in place measures to meet the targets and to discuss follow up initiatives.

***That review should take into account relevant market and technology developments, the availability and affordability of zero- and low-emission vehicles across all market segments, and the pace of deployment of recharging infrastructure across the Union. In evaluating the functioning of this Regulation, the Commission should assess the extent to which the objectives of this Regulation have been met, the extent to which it has impacted the competitiveness of the relevant sectors, including employment and investment in the Union's automotive manufacturing and supply chain, and whether the targets remain appropriate in light of prevailing economic, technological and infrastructure conditions. That review should also cover the interaction of this Regulation with other relevant Union legal acts, in particular Regulation (EU) 2019/631. The European Parliament should be associated with the review process through structured dialogue with the Commission on the findings and any proposed revisions.*** The Commission should make use of the Sustainable Transport Forum to collect information in view of the review, and to support stakeholders and Member States in putting in place measures to meet the targets and to discuss follow-up initiatives.

#### *Justification*

*This amendment strengthens Parliamentary oversight of the 2032 review by requiring the Commission to submit its findings formally to Parliament and the Council, reversing the burden of proof on legislative proposals, and explicitly associating Parliament with the review process through structured dialogue. The amendment also broadens the review criteria to include employment, supply chain impacts, vehicle affordability and infrastructure deployment, ensuring the review provides a comprehensive assessment of the regulation's functioning.*

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## REPLACED BY COMPROMISE AMENDMENT

### Amendment 1 Rapporteur

#### Proposal for a regulation

##### Recital 1

*Text proposed by the Commission*

(1) Road transport is the dominant transport mode in the Union, accounting in 2023 for 52.6 % of total freight transport activity and 81.2 % of passenger transport activity, while being responsible for 22.6 % of the Union greenhouse gas emissions and 35 % of its NO<sub>x</sub> emissions.

*Amendment*

(1) Road transport is the dominant transport mode in the Union, accounting in 2023 for 52.6 % of total freight transport activity and 81.2 % of passenger transport activity, while being responsible for 22.6 % of the Union greenhouse gas emissions and 35 % of its NO<sub>x</sub> emissions. ***Air pollution from road vehicles caused an estimated 48,000 premature deaths attributable to NO<sub>2</sub> exposure and 239,000 premature deaths attributable to fine particulate matter (PM<sub>2.5</sub>) in the Union in 2022<sup>1a</sup>.***

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<sup>1a</sup> ***European Environment Agency, Harm to human health from air pollution in Europe: burden of disease status, 2024, EEA Briefing No 21/2024, Publications Office of the European Union, Luxembourg, 2024, ISBN 978-92-9480-695-6, doi: 10.2800/3950756, <https://www.eea.europa.eu/en/analysis/publications/harm-to-human-health-from-air-pollution-2024>***

#### *Justification*

*The amendment adds quantitative data from the European Environment Agency's latest burden of disease assessment to explicitly ground this regulation in its public health dimension, strengthening its legal basis under Articles 168 and 191 TFEU. Corporate vehicles, given their higher mileage and urban concentration, contribute disproportionately to these impacts, reinforcing the case for targeted Union-level action.*

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 2

Mélinda Glavan

on behalf of EPP

### Proposal for a regulation

#### Recital 1

*Text proposed by the Commission*

(1) Road transport is the dominant transport mode in the Union, accounting in 2023 for 52.6 % of total freight transport activity and 81.2 % of passenger transport activity, while being responsible for 22.6 % of the Union greenhouse gas emissions and 35 % of its NO<sub>x</sub> emissions.

*Amendment*

(1) Road transport is the dominant transport mode in the Union, accounting in 2023 for 52.6 % of total freight transport activity and 81.2 % of passenger transport activity, while being responsible for 22.6 % of the Union greenhouse gas emissions and 35 % of its NO<sub>x</sub> emissions. ***Road transport plays a vital role in the internal market; the transition to lower emissions shall therefore be technologically neutral, cost-efficient and innovation-driven, while supporting competitiveness and the development of clean technologies.***

#### *Justification*

*This amendment reinforces the economic and competitiveness dimension of the regulation by recognising the vital role of road transport in the internal market, while ensuring that the transition to lower emissions remains technologically neutral, cost-efficient and innovation-driven, thereby supporting industrial competitiveness and the development of clean technologies across all Member States.*

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 3

#### Rapporteur

#### Proposal for a regulation

#### Recital 2

##### *Text proposed by the Commission*

(2) The Communication of the Commission on ‘The European Green Deal’<sup>22</sup> and Regulation (EU) 2021/1119 of the European Parliament and of the Council<sup>23</sup> set out the steps towards climate-neutrality by 2050 and the need to reduce transport greenhouse gas emissions by 90% by 2050, relative to 1990. The Industrial Action Plan for the European automotive sector<sup>24</sup> and the Clean Industrial Deal<sup>25</sup> outline the importance of the automotive sector for European Union industrial competitiveness and show the need for action on corporate vehicles.

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<sup>22</sup> Communication from the Commission to the European Parliament, the European Council, the Council, the European Economic and Social Committee and the Committee of the Regions ‘The European Green Deal’ of 11 December 2019, COM(2019) 640 final.

<sup>23</sup> Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021 establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999 (‘European Climate Law’) (OJ L 243, 9.7.2021, p. 1, ELI: <http://data.europa.eu/eli/reg/2021/1119/oj>).

<sup>24</sup> Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions – Industrial Action Plan for the European automotive sector, COM(2025) 95 final, 5.3.2025, CELEX: 52025DC0095.

<sup>25</sup> Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee

##### *Amendment*

(2) The Communication of the Commission on ‘The European Green Deal’<sup>22</sup> and Regulation (EU) 2021/1119 of the European Parliament and of the Council<sup>23</sup> set out the steps towards climate-neutrality by 2050 and the need to reduce transport greenhouse gas emissions by 90% by 2050, relative to 1990. ***Such significant reductions are necessary as the transport sector remains the only major sector in the Union where greenhouse gas emissions remain above 1990 levels, while emissions in other sectors, including power generation, industry and agriculture, have decreased***<sup>23a</sup>. The Industrial Action Plan for the European automotive sector<sup>24</sup> and the Clean Industrial Deal<sup>25</sup> outline the importance of the automotive sector for European Union industrial competitiveness and show the need for action on corporate vehicles.

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<sup>22</sup> Communication from the Commission to the European Parliament, the European Council, the Council, the European Economic and Social Committee and the Committee of the Regions ‘The European Green Deal’ of 11 December 2019, COM(2019) 640 final.

<sup>23</sup> Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021 establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999 (‘European Climate Law’) (OJ L 243, 9.7.2021, p. 1, ELI: <http://data.europa.eu/eli/reg/2021/1119/oj>).

<sup>23a</sup> ***Report from the Commission to the European Parliament and the Council – Climate Action Progress Report 2023,***

and the Committee of the Regions – The Clean Industrial Deal: A joint roadmap for competitiveness and decarbonisation, COM/2025/85 final, 26.2.2025, CELEX: 52025DC0085.

**COM(2023) 653 final, 24.10.2023, CELEX: 52023DC0653.**

<sup>24</sup> Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions – Industrial Action Plan for the European automotive sector, COM(2025) 95 final, 5.3.2025, CELEX: 52025DC0095.

<sup>25</sup> Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions – The Clean Industrial Deal: A joint roadmap for competitiveness and decarbonisation, COM/2025/85 final, 26.2.2025, CELEX: 52025DC0085.

Or. en

#### *Justification*

*Transport is the only major sector in the Union where greenhouse gas emissions remain above 1990 levels, making targeted action on corporate fleets particularly urgent. This amendment contextualises the 90% emission reduction target within the broader sectoral decarbonisation picture, reinforcing the necessity and proportionality of Union-level action in accordance with Article 5 TEU.*

**Amendment 4**  
**Angèle Tellier**  
on behalf of The Greens

**Proposal for a regulation**  
**Recital 2**

*Text proposed by the Commission*

(2) The Communication of the Commission on ‘The European Green Deal’<sup>22</sup> and Regulation (EU) 2021/1119 of the European Parliament and of the Council<sup>23</sup> set out the steps towards climate-neutrality by 2050 and the need to reduce transport greenhouse gas emissions by 90% by 2050, relative to 1990. The Industrial Action Plan for the European automotive sector<sup>24</sup> and the Clean Industrial Deal outline the importance of the automotive sector for European Union industrial competitiveness and show the need for action on corporate vehicles.

*Amendment*

(2) ***Road transport accounts for about one quarter of the EU’s total greenhouse gas (GHG) emissions***<sup>[1a]</sup>. The Communication of the Commission on ‘The European Green Deal’ and Regulation (EU) 2021/1119 of the European Parliament and of the Council set out the steps towards climate-neutrality by 2050 and the need to reduce transport greenhouse gas emissions by 90% by 2050, relative to 1990. The Industrial Action Plan for the European automotive sector and the Clean Industrial Deal outline the importance of the automotive sector for European Union industrial competitiveness and show the need for urgent action on corporate vehicles. ***The voluntary uptake of zero-emission vehicles in corporate fleets is insufficient to face the climate emergency, and immediate, binding action is imperative.***

***[1a]***

***[https://climate.ec.europa.eu/eu-action/transport-decarbonisation/road-transport\\_en](https://climate.ec.europa.eu/eu-action/transport-decarbonisation/road-transport_en)***

### *Justification*

*This amendment aims to highlight the significant contribution of road transport to total EU greenhouse gas emissions and to strengthen the Union's response to the climate crisis. Road transport remains one of the largest and fastest-growing sources of emissions in the EU, undermining progress made in other sectors. Strengthening action in this area is essential to align the transport sector with the Union's climate-neutrality objectives and to ensure a credible and timely response to the climate emergency.*

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 5 Rapporteur

#### Proposal for a regulation Recital 4

*Text proposed by the Commission*

*Amendment*

(4) Each year, around 10 million new cars and 1.5 million new vans are registered in the Union. Around 60% of cars, and around 90 % of the vans, are corporate vehicles registered by legal entities. Those include various types of vehicles and use cases, among others: vehicles registered by leasing and rental companies; company cars provided as benefit-in-kind for company employees; vehicles used by hauliers, taxi, ride-hailing, and car-sharing companies to provide mobility and logistics services; **vehicles used for own account, the cars used to drive a company's management to meetings, or the distribution vehicles; showroom and test vehicles available at vehicle dealerships.**

(4) Each year, around 10 million new cars and 1.5 million new vans are registered in the Union. Around 60% of cars, and around 90 % of the vans, are corporate vehicles registered by legal entities. Those include various types of vehicles and use cases, among others: vehicles registered by leasing and rental companies; company cars provided as benefit-in-kind for company employees; vehicles used by hauliers, taxi, ride-hailing, and car-sharing companies to provide mobility and logistics services; **vehicles used by companies for their internal business operations, such as management travel or goods distribution.**

Or. en

#### *Justification*

*Showroom and test vehicles have an operational profile that differs from other corporate vehicles: they are frequently registered and deregistered, which makes compliance monitoring through vehicle registries impractical and could generate an administrative burden disproportionate to the regulatory objective. This amendment replaces the existing enumeration with a category defined by use for internal business purposes. This reformulation reflects the operational characteristics common to the vehicles concerned and aligns the scope of the provision with how compliance can be monitored in practice.*

**Proposal for a regulation**  
**Recital 5**

*Text proposed by the Commission*

(5) Due to the high share of corporate vehicles in new vehicle registrations, and their specific characteristics in terms of vehicle operations, measures targeting corporate vehicles have significant potential to accelerate the uptake of **zero- and low-emission vehicles** and the reduction of road transport emissions in the Union. However, that potential is currently underexploited.

Corporate vehicles are responsible for a comparatively higher share of emissions compared to private vehicles, due to their generally higher yearly mileage, as is the case for example for some corporate fleets such as taxi and ride-hailing. A higher share of **zero- and low-emission vehicles** in those high-mileage fleets would result in high real-world fuel savings and emission reductions compared to current trends.

*Amendment*

(5) Due to the high share of corporate vehicles in new vehicle registrations, and their specific characteristics in terms of vehicle operations, measures targeting corporate vehicles have significant potential to accelerate the uptake of **zero-emission vehicles** and the reduction of road transport emissions in the Union. However, that potential is currently underexploited. Corporate vehicles are responsible for a comparatively higher share of emissions compared to private vehicles, due to their generally higher yearly mileage, as is the case for example for some corporate fleets such as taxi and ride-hailing. A higher share of **zero-emission vehicles** in those high-mileage fleets would result in high real-world fuel savings and emission reductions compared to current trends.

*(This amendment applies throughout the text. Adopting it will necessitate corresponding changes throughout.)*

### *Justification*

*This amendment excludes low-emission vehicles (including plug-in hybrids) and focuses solely on zero-emission vehicles (ZEVs) to align with the EU's binding 2035 phase-out of internal combustion engines and 2050 climate neutrality. Including low-emission vehicles risks locking in fossil fuel dependence, as plug-in hybrids can operate on gasoline for up to 80% of real-world driving (ICCT, 2023). The Commission's impact assessment (SWD(2025) 1060) confirms ZEVs are the only pathway to meet the 43.4 Mt CO<sub>2</sub> savings required by 2050, while providing industry with clear, long-term demand signals to scale up battery-electric and hydrogen technologies. Ambiguity undermines investor confidence and delays infrastructure rollout.*

**Proposal for a regulation**  
**Recital 6**

*Text proposed by the Commission*

(6) Corporate vehicles also generally reach the second-hand market much faster than private vehicles; in particular, rental vehicles are often resold within a year, and leasing vehicles which are often resold after three to five years. A higher share of **zero- and low-emission corporate vehicles** would therefore significantly enhance their swift availability in the second-hand market, making it more affordable for citizens and businesses to replace other more CO<sub>2</sub> emitting and polluting technologies with **zero- and low-emission vehicles**.

*Amendment*

(6) Corporate vehicles also generally reach the second-hand market much faster than private vehicles; in particular, rental vehicles are often resold within a year, and leasing vehicles which are often resold after three to five years. A higher share of **zero-emission corporate vehicles** would therefore significantly enhance their swift availability in the second-hand market, making it more affordable for citizens and businesses to replace other more CO<sub>2</sub> emitting and polluting technologies with **zero-emission vehicles**.

*(This amendment applies throughout the text. Adopting it will necessitate corresponding changes throughout.)*

*Justification*

*(See Amendment 2 to Recital 5 for justification.)*

## Amendment 8

**Jaroslav Svoboda**

on behalf of the Greens/EFA

### Proposal for a regulation

#### Recital 7

##### *Text proposed by the Commission*

7) Several Member States have put in place incentives and support schemes to accelerate the transition to zero-emission vehicles in corporate fleets. Those good practices, in particular targeted reforms of company-car taxation, accelerated depreciation schemes for **zero- and low-emission vehicles** and local requirements for urban mobility services, provide useful guidance for the design and implementation of measures taken by Member States. However, those measures are not sufficient and fragmented across Member States, while support for high-emission vehicles still continues to be provided in many instances across the Union. This situation does not ensure a level playing field nor support the necessary level of new **zero- and low-emission vehicles** registrations across the Union, hampering the single market integration in terms of both supply and use of **zero- and low-emission vehicles**. Furthermore, insufficiently coordinated national action risks hindering fleets operating across borders and limits the efficient allocation of **zero- and low-emission vehicles** in the internal market, increases information cost for key transport actors and hinders cost-effective implementation of fleet transitions towards zero emissions. A coherent measure to stimulate the uptake of **zero- and low-emission vehicles** at Union level is therefore necessary.

##### *Justification*

*(See Amendment 2 to Recital 5 for justification.)*

##### *Amendment*

7) Several Member States have put in place incentives and support schemes to accelerate the transition to zero-emission vehicles in corporate fleets. Those good practices, in particular targeted reforms of company-car taxation, accelerated depreciation schemes for **zero-emission vehicles** and local requirements for urban mobility services, provide useful guidance for the design and implementation of measures taken by Member States. However, those measures are not sufficient and fragmented across Member States, while support for high-emission vehicles still continues to be provided in many instances across the Union. This situation does not ensure a level playing field nor support the necessary level of new **zero-emission vehicles** registrations across the Union, hampering the single market integration in terms of both supply and use of **zero-emission vehicles**. Furthermore, insufficiently coordinated national action risks hindering fleets operating across borders and limits the efficient allocation of **zero-emission vehicles** in the internal market, increases information cost for key transport actors and hinders cost-effective implementation of fleet transitions towards zero emissions. A coherent measure to stimulate the uptake of **zero-emission vehicles** at Union level is therefore necessary.

*(This amendment applies throughout the text. Adopting it will necessitate corresponding changes throughout.)*

## Amendment 9

Jaroslav Svoboda

on behalf of the Greens/EFA

### Proposal for a regulation Recital 8

#### *Text proposed by the Commission*

(8) A Union-level legal instrument to stimulate demand for ***zero- and low-emission vehicles*** in corporate markets should provide the necessary certainty for investments in increased production capacity in these technologies, contributing to the competitiveness of the Union automotive sector in the context of a rapidly evolving global market.

#### *Amendment*

(8) A Union-level legal instrument to stimulate demand for ***zero-emission vehicles*** in corporate markets should provide the necessary certainty for investments in increased production capacity in these technologies, contributing to the competitiveness of the Union automotive sector in the context of a rapidly evolving global market.

#### *Justification*

*(See Amendment 2 to Recital 5 for justification.)*

## Amendment 10

Jaroslav Svoboda

on behalf of the Greens/EFA

### Proposal for a regulation Recital 9

#### *Text proposed by the Commission*

(9) Unlike cars and vans, heavy-duty vehicles are almost exclusively registered by legal entities, so that corporate registrations represent almost the totality of the market. In the cases of buses and coaches, public procurement plays a significant role on the market. Directive 2009/33/EC already provides a stimulus through mandatory targets for zero-emission buses. In order to maintain full long-term consistency with the relevant legal instruments, and in particular in view of the upcoming revision of the CO<sub>2</sub> emission performance standards for heavy-duty vehicles, only the new registrations of light-duty vehicles should be included in the scope of this Regulation. Possible measures to increase the share of **zero- and low- emission vehicles** in corporate fleets of lorries may be considered at the time of the revision of the CO<sub>2</sub> emission performance standards for heavy-duty vehicles. This would allow to better account for the different operational profile of this market segment and the efforts to substantially increase recharging points availability along EU transport corridors.

#### *Amendment*

(9) Unlike cars and vans, heavy-duty vehicles are almost exclusively registered by legal entities, so that corporate registrations represent almost the totality of the market. In the cases of buses and coaches, public procurement plays a significant role on the market. Directive 2009/33/EC already provides a stimulus through mandatory targets for zero-emission buses. In order to maintain full long-term consistency with the relevant legal instruments, and in particular in view of the upcoming revision of the CO<sub>2</sub> emission performance standards for heavy-duty vehicles, only the new registrations of light-duty vehicles should be included in the scope of this Regulation. Possible measures to increase the share of **zero-emission vehicles** in corporate fleets of lorries may be considered at the time of the revision of the CO<sub>2</sub> emission performance standards for heavy-duty vehicles. This would allow to better account for the different operational profile of this market segment and the efforts to substantially increase recharging points availability along EU transport corridors.

#### *Justification*

*(See Amendment 2 to Recital 5 for justification.)*

## Amendment 11

Jaroslav Svoboda

on behalf of the Greens/EFA

### Proposal for a regulation Recital 11

#### *Text proposed by the Commission*

(11) Given the higher barriers they often face to access finance, SMEs are generally disproportionately affected by the higher purchase costs of zero-emission vehicles. Therefore, the national targets should be based on the share of **zero- and low-emission vehicles** in total corporate registrations only by large undertakings; for the sake of consistency, the notion of large undertakings should be drawn from Directive 2013/34/EU of the European Parliament and of the Council (29).

#### *Amendment*

(11) Given the higher barriers they often face to access finance, SMEs are generally disproportionately affected by the higher purchase costs of zero-emission vehicles. Therefore, the national targets should be based on the share of **zero-emission vehicles** in total corporate registrations only by large undertakings; for the sake of consistency, the notion of large undertakings should be drawn from Directive 2013/34/EU of the European Parliament and of the Council (29).

#### *Justification*

*(See Amendment 2 to Recital 5 for justification.)*

## Amendment 12

Jaroslav Svoboda

on behalf of the Greens/EFA

### Proposal for a regulation Recital 12

#### *Text proposed by the Commission*

(12) The Regulation should set targets per Member State for the share of **zero- and low-emission vehicles** in new corporate vehicles registrations by large undertakings in their territory. ***In order to meet the emission reduction targets set in Regulation 2019/631, those targets should ensure that a minimum share of new corporate cars and vans registered by large undertakings is zero-emission.*** Collectively, the national targets would lead to a minimum Union share of 69% **zero- and low-emission cars, of which at least 45% with a zero-emission,** in 2030, and be consistent with Regulation 2019/631 for 2035; and of 40% **zero- and low-emission vans, of which at least 36% zero-emission,** in 2030, and be consistent with Regulation 2019/631 for 2035.

#### *Amendment*

(12) The Regulation should set targets per Member State for the share of **zero-emission vehicles** in new corporate vehicles registrations by large undertakings in their territory ***in order to meet the emission reduction targets set in Regulation 2019/631.*** Collectively, the national targets would lead to a minimum Union share of 69% **zero-emission cars** in 2030, and be consistent with Regulation 2019/631 for 2035; and of 40% **zero-emission vans** in 2030, and be consistent with Regulation 2019/631 for 2035.

*(This amendment applies throughout the text. Adopting it will necessitate corresponding changes throughout.)*

#### *Justification*

*(See Amendment 2 to Recital 5 for justification.)*

## Amendment 13

Jaroslav Svoboda

on behalf of the Greens/EFA

### Proposal for a regulation Recital 14

*Text proposed by the Commission*

*Amendment*

***deleted***

***Plug-in hybrid electric vehicles and range-extended electric vehicles can play a role in the transition towards zero-emission mobility and can be useful for specific use cases as well as in other global markets beyond 2035. The recognition of their contribution can support continued investments and innovation of such technologies.***

*Justification*

*To ensure coherence with amendment 2 on Recital 5.*

## Amendment 14

Jaroslav Svoboda

on behalf of the Greens/EFA

### Proposal for a regulation Recital 15

#### *Text proposed by the Commission*

(15) Member States should be allowed to apply any measure they deem necessary to reach the targets set out in this Regulation, including introducing more favourable road tolling; taxation favouring the uptake of **zero- and low-emission vehicles** or other State support measures subject to applicable State aid rules; introducing requirements in licensing for specific passenger transport services (such as taxis, ride-hailing); improving enabling conditions for the use of **zero- and low-emission vehicles**, such as availability of dedicated recharging points at specific locations or preferential access to parking. Member States should also be allowed to set targets for specific categories of companies or fleet operators. The availability of recharging infrastructure allowing to recharge easily and at accessible prices is a key enabling factor, which can be ensured by Member States taking into account the specific operational requirements of corporate fleets, also contributing to meeting their targets set in Regulation (EU)

#### *Amendment*

(15) Member States should be allowed to apply any measure they deem necessary to reach the targets set out in this Regulation, including introducing more favourable road tolling; taxation favouring the uptake of **zero-emission vehicles** or other State support measures subject to applicable State aid rules; introducing requirements in licensing for specific passenger transport services (such as taxis, ride-hailing); improving enabling conditions for the use of **zero-emission vehicles**, such as availability of dedicated recharging points at specific locations or preferential access to parking. Member States should also be allowed to set targets for specific categories of companies or fleet operators. The availability of recharging infrastructure allowing to recharge easily and at accessible prices is a key enabling factor, which can be ensured by Member States taking into account the specific operational requirements of corporate fleets, also contributing to meeting their targets set in Regulation (EU) 2023/1804 of the European Parliament and

2023/1804 of the European Parliament and of the Council<sup>30</sup>

. The Communication

“Decarbonising corporate fleets”<sup>31</sup> provides several examples of good practices and effective measures that can be put in place at national level to increase the share of zero-emission vehicles in corporate fleets.

of the Council<sup>30</sup>

. The Communication

“Decarbonising corporate fleets”<sup>31</sup> provides several examples of good practices and effective measures that can be put in place at national level to increase the share of zero-emission vehicles in corporate fleets.

*(This amendment applies throughout the text. Adopting it will necessitate corresponding changes throughout.)*

*Justification*

*(See Amendment 2 to Recital 5 for justification.)*

## Amendment 15

Jaroslav Svoboda

on behalf of the Greens/EFA

### Proposal for a regulation Recital 17

#### *Text proposed by the Commission*

(17) The way financial support measures are devised is often decisive for choosing which corporate vehicle to purchase. Without prejudice to national competences, Member States should make full use of this lever, by providing financial support for corporate vehicles exclusively to **zero- and low-emission vehicles**. Council conclusions have repeatedly emphasised the need to phase out as soon as possible fossil fuel subsidies.<sup>32</sup> Financial support that only benefits **zero- and low emission vehicles** can support Union efforts to increase at an accelerated pace its energy security and move away from imports of fossil fuels. In order to support decarbonisation in key industry sectors supplying the automotive industry and also promote clean technology products and the domestic production of technologies such as batteries for electric vehicles, the Commission has announced in the Clean Industrial Deal a proposal for an Industrial Accelerator Act. Since the transition

#### *Amendment*

(17) The way financial support measures are devised is often decisive for choosing which corporate vehicle to purchase. Without prejudice to national competences, Member States should make full use of this lever, by providing financial support for corporate vehicles exclusively to **zero-emission vehicles**. Council conclusions have repeatedly emphasised the need to phase out as soon as possible fossil fuel subsidies.<sup>32</sup> Financial support that only benefits **zero-emission vehicles** can support Union efforts to increase at an accelerated pace its energy security and move away from imports of fossil fuels. In order to support decarbonisation in key industry sectors supplying the automotive industry and also promote clean technology products and the domestic production of technologies such as batteries for electric vehicles, the Commission has announced in the Clean Industrial Deal a proposal for an Industrial Accelerator Act. Since the transition towards zero-emission vehicles in corporate

towards zero-emission vehicles in corporate fleets may be subject to public financial support in Member States, there is a potential for using public support to help strengthen domestic value chains in the automotive sector. Cars and vans ‘made in the European Union’ can contribute to the creation of a stable lead market for European suppliers, enhancing the competitiveness of Union industry, maintaining its workforce and helping attract new investments in Union production capacity in those sectors.

fleets may be subject to public financial support in Member States, there is a potential for using public support to help strengthen domestic value chains in the automotive sector. Cars and vans ‘made in the European Union’ can contribute to the creation of a stable lead market for European suppliers, enhancing the competitiveness of Union industry, maintaining its workforce and helping attract new investments in Union production capacity in those sectors.

*(This amendment applies throughout the text. Adopting it will necessitate corresponding changes throughout.)*

#### *Justification*

*(See Amendment 2 to Recital 5 for justification.)*

Jaroslav Svoboda **REPLACED BY COMPROMISE AMENDMENT**  
on behalf of the Greens/EFA

**Proposal for a regulation**  
**Recital 19**

*Text proposed by the Commission*

(19) To allow the Commission to appropriately monitor and to follow the implementation of this Regulation, each Member State should submit to the Commission a national plan describing the measures it has in place and the measures it plans to implement to reach the national targets set out in the Annex. In order to demonstrate compliance with the new registration targets, each Member State should report to the Commission, on a yearly basis, the number of new vehicles registered by large undertakings on its territory, and the share of **zero- and low-emission vehicles** therein, by vehicle category, based on data extracted from their vehicle registries or any other relevant sources of information such as fiscal databases and registries. The Commission should review this Regulation in 2032, and where relevant adopt proposals for its revision, including by setting targets for subsequent periods, taking into account relevant market and technology developments. In evaluating the functioning of this Regulation, the Commission should assess the extent to which the objectives of this Regulation have been met and the extent to which it has impacted the competitiveness of the relevant sectors. That review should also cover the interaction of this Regulation with other relevant Union legal acts. The Commission should make use of the Sustainable

*Amendment*

(19) To allow the Commission to appropriately monitor and to follow the implementation of this Regulation, each Member State should submit to the Commission a national plan describing the measures it has in place and the measures it plans to implement to reach the national targets set out in the Annex. In order to demonstrate compliance with the new registration targets, each Member State should report to the Commission, on a yearly basis, the number of new vehicles registered by large undertakings on its territory, and the share of **zero-emission vehicles** therein, by vehicle category, based on data extracted from their vehicle registries or any other relevant sources of information such as fiscal databases and registries. The Commission should review this Regulation in 2032, and where relevant adopt proposals for its revision, including by setting targets for subsequent periods, taking into account relevant market and technology developments. In evaluating the functioning of this Regulation, the Commission should assess the extent to which the objectives of this Regulation have been met and the extent to which it has impacted the competitiveness of the relevant sectors. That review should also cover the interaction of this Regulation with other relevant Union legal acts. The Commission should make use of the Sustainable

Transport Forum to collect information in view of the review, and to support stakeholders and Member States in putting in place measures to meet the targets and to discuss follow up initiatives.

Transport Forum to collect information in view of the review, and to support stakeholders and Member States in putting in place measures to meet the targets and to discuss follow up initiatives.

*Justification*

*(See Amendment 2 to Recital 5 for justification.)*

## Amendment 17

Jaroslav Svoboda

on behalf of the Greens/EFA

### Proposal for a regulation Recital 20

#### *Text proposed by the Commission*

(20) Since the objectives of this Regulation, namely accelerating the uptake of **zero- and low-emission vehicles** in corporate fleets, while fostering the competitiveness of the Union's automotive sector, cannot be sufficiently achieved by the Member States alone in a way that ensures sufficient and clear market signals for fleet operators across the EU but can rather, by reason of consistency with EU-level legal instruments addressing vehicle manufacturers, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives.

#### *Amendment*

(20) Since the objectives of this Regulation, namely accelerating the uptake of **zero-emission vehicles** in corporate fleets, while fostering the competitiveness of the Union's automotive sector, cannot be sufficiently achieved by the Member States alone in a way that ensures sufficient and clear market signals for fleet operators across the EU but can rather, by reason of consistency with EU-level legal instruments addressing vehicle manufacturers, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives.

#### *Justification*

*(See Amendment 2 to Recital 5 for justification.)*

## Amendment 18

Jaroslav Svoboda

on behalf of the Greens/EFA

### Proposal for a regulation Article 1

#### *Text proposed by the Commission*

1. This Regulation establishes a framework for increasing the uptake of **zero-and low-emission vehicles** within the Union. It sets targets for the share of **zero- and low emission vehicles** in new corporate cars and vans registered by large undertakings in each Member State. This Regulation does not prevent any Member State from setting more ambitious targets.

#### *Amendment*

1. This Regulation establishes a framework for increasing the uptake of **zero-emission vehicles** within the Union. It sets targets for the share of **zero-emission vehicles** in new corporate cars and vans registered by large undertakings in each Member State. This Regulation does not prevent any Member State from setting more ambitious targets.

*(This amendment applies throughout the text. Adopting it will necessitate corresponding changes throughout.)*

#### *Justification*

*(See Amendment 2 to Recital 5 for justification.)*

**Amendment 19**

**Jaroslav Svoboda**

on behalf of the Greens/EFA

**Proposal for a regulation**  
**Article 2 paragraph 7**

*Text proposed by the Commission*

*Amendment*

***deleted***

*Justification*

*To ensure coherence with amendment 2 on Recital 5.*

## Amendment 20

Jaroslav Svoboda

on behalf of the Greens/EFA

### Proposal for a regulation Article 3 para 1 and 2

#### *Text proposed by Commission*

1. Member States shall ensure that from 1 January 2030:  
(a) the combined share of zero- and low-emission cars and vans in the total number of new corporate vehicles registered by large undertakings in their territory in each calendar year is at least equal to the combined targets for zero- and low-emission vehicles set in tables 1 and 2 in the Annex.

1 (b)

2. For the purposes of monitoring the uptake of zero- and low-emission vehicles within the Union and calculating compliance with the national targets for cars set in Table 1 of the Annex, and for vans set in Table 2 of the Annex, the following rules shall apply:

(a) the numerator for the targets for the combined shares of zero- and low emission vehicles shall be the total combined number of new zero- and low emission corporate vehicles that are, respectively, cars and vans, and that are registered by large undertakings in the Member State during each calendar

(b)

c) the denominator for both targets shall be the total number of new corporate vehicles that are, respectively, cars and vans, and that are registered by large undertakings in the Member State during the same calendar year.

#### *Amendment*

1. Member States shall ensure that from 1 January 2030:

(a) the share of zero-emission cars and vans in the total number of new corporate vehicles registered by large undertakings in their territory in each calendar year is at least equal to the targets for zero-emission vehicles set in tables 1 and 2 in the Annex.

**deleted**

2. For the purposes of monitoring the uptake of zero-emission vehicles within the Union and calculating compliance with the national targets for cars set in Table 1 of the Annex, and for vans set in Table 2 of the Annex, the following rules shall apply:

(a) the numerator for the targets for the combined shares of zero- and low emission vehicles shall be the total combined number of new zero- and low emission corporate vehicles that are, respectively, cars and vans, and that are registered by large undertakings in the Member State during each calendar

**deleted**

c) the denominator shall be the total number of new corporate

vehicles that are, respectively, cars and vans, and that are registered by large undertakings in the Member State during the same calendar year.

*(This amendment applies throughout the text. Adopting it will necessitate corresponding changes throughout.)*

*Justification*

*(See Amendment 2 to Recital 5 for justification.)*

*Wording of the amendment for point 2a adopted from the deleted amendment 2b.*

## Amendment 21

Jaroslav Svoboda

on behalf of the Greens/EFA

### Proposal for a regulation Article 4 paragraph 1

#### *Text proposed by the Commission*

As from two years before the date referred to in Article 3(1), Member States shall not provide any financial support for the purchase, lease, rent, hire-purchase, or operation of corporate cars and vans other than zero- **or low-**emission vehicles.

#### *Amendment*

As from two years before the date referred to in Article 3(1), Member States shall not provide any financial support for the purchase, lease, rent, hire-purchase, or operation of corporate cars and vans other than **zero-emission** vehicles.

#### *Justification*

*Extending financial support to low-emission vehicles — including plug-in hybrids — risks locking public funding into technologies that still rely on fossil fuels. This amendment ensures that public support is reserved exclusively for genuinely zero-emission vehicles, in line with the scientific imperative to eliminate, not merely reduce, transport emissions.*

**Amendment 22**  
**Jaroslav Svoboda**  
(TheGreens)

**Proposal for a regulation**  
**Article 6**

*Text proposed by the Commission*

By 28 February 2031, and every year thereafter, each Member State shall determine and transmit to the Commission the total number of new corporate vehicles registered by large undertakings in its territory during the preceding calendar year, split into cars and vans, **and the share of zero- and low-emission vehicles in each of those categories.**

*Amendment*

By 28 February 2031, and every year thereafter, each Member State shall determine and transmit to the Commission the total number of new **zero-emission** corporate vehicles registered by large undertakings in its territory during the preceding calendar year, split into cars and vans.

*Justification*

*(See Amendment 2 to Recital 5 for justification.)*

## Amendment 23

Jaroslav Svoboda

on behalf of the Greens/EFA

### Proposal for a regulation Article 7

#### *Text proposed by the Commission*

By 31 December 2032, the Commission shall review this Regulation and, where appropriate, submit a legislative proposal for its amendment, including for the setting of targets for the share of ***zero- and low-emission vehicles*** for the period after 2035.

#### *Amendment*

By 31 December 2032, the Commission shall review this Regulation and, where appropriate, submit a legislative proposal for its amendment, including for the setting of targets for the share of ***zero-emission vehicles*** for the period after 2035.

#### *Justification*

*(See Amendment 2 to Recital 5 for justification.)*

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 24 Rapporteur

#### Proposal for a regulation Recital 6

##### *Text proposed by the Commission*

Corporate vehicles also generally reach the second-hand market much faster than private vehicles; in particular, rental vehicles are often resold within a year, and leasing vehicles which are often resold after three to five years. A higher share of zero- and low-emission corporate vehicles would therefore significantly enhance their swift availability in the second-hand market, making it more affordable for citizens and businesses to replace other more CO<sub>2</sub> emitting and polluting technologies with zero- and low-emission vehicles.

##### *Amendment*

Corporate vehicles also generally reach the second-hand market much faster than private vehicles; in particular, rental vehicles are often resold within a year, and leasing vehicles which are often resold after three to five years. A higher share of zero- and low-emission corporate vehicles would therefore significantly enhance their swift availability in the second hand market, **making zero- and low-emission mobility more accessible and affordable for all citizens, including lower-income households and workers who depend on personal vehicles for commuting, as well as for businesses, in particular small and medium-sized enterprises (SMEs), to replace more CO<sub>2</sub>-emitting and polluting technologies with zero- and low-emission vehicles. This would contribute to ensuring that the benefits of the transition towards zero-emission mobility are broadly shared across society.**

##### *Justification*

*This amendment strengthens the social equity dimension of the regulation by explicitly recognising that the benefits of the corporate fleet transition must reach lower-income households, workers dependent on personal vehicles for commuting, and SMEs, ensuring the green transition does not widen existing social inequalities in access to clean mobility.*

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 25 Rapporteur

#### Proposal for a regulation Recital 7

##### *Text proposed by the Commission*

Several Member States have put in place incentives and support schemes to accelerate the transition to zero-emission vehicles in corporate fleets. Those good practices, in particular targeted reforms of company-car taxation, accelerated depreciation schemes for zero- and low-emission vehicles and local requirements for urban mobility services, provide useful guidance for the design and implementation of measures taken by Member States. However, those measures are not sufficient and fragmented across Member States, while support for high-emission vehicles still continues to be provided in many instances across the Union. This situation does not ensure a level playing field nor support the necessary level of new zero- and low-emission vehicles registrations across the Union, hampering the single market integration in terms of both supply and use of zero- and low-emission vehicles. Furthermore, insufficiently coordinated national action risks hindering fleets operating across borders and limits the efficient allocation of zero- and low-emission vehicles in the internal market, increases information cost for key transport actors and hinders cost-effective implementation of fleet transitions towards zero emissions. A coherent measure to stimulate the uptake of zero- and low-emission vehicles at Union level is therefore necessary.

##### *Amendment*

Several Member States have put in place incentives and support schemes to accelerate the transition to zero-emission vehicles in corporate fleets. Those good practices, in particular targeted reforms of company-car taxation, accelerated depreciation schemes for zero- and low-emission vehicles and local requirements for urban mobility services, provide useful guidance for the design and implementation of measures taken by Member States. **A harmonised Union-level framework would allow those good practices to be scaled across the single market, creating the conditions for a deep and liquid market for zero- and low-emission corporate vehicles that benefits fleet operators, consumers and manufacturers alike.** However, those measures are not sufficient and fragmented across Member States, while support for high-emission vehicles still continues to be provided in many instances across the Union. This situation does not ensure a level playing field nor support the necessary level of new zero- and low-emission vehicles registrations across the Union, hampering the single market integration in terms of both supply and use of zero- and low-emission vehicles. Furthermore, insufficiently coordinated national action risks hindering fleets operating across borders and limits the efficient allocation of zero- and low-emission vehicles in the internal market, increases information cost for key transport actors and hinders cost-effective implementation of fleet transitions towards zero emissions. A coherent measure to stimulate the uptake of zero- and low- emission vehicles at Union level is therefore necessary.

### *Justification*

*Framing the Union action as a market-enabling tool rather than solely a regulatory intervention better reflects the competitiveness objectives of the Clean Industrial Deal and strengthens the proportionality justification for action at the Union level.*

**REPLACED BY COMPROMISE AMENDMENT  
WITHDRAW BY AUTHOR - CLAIMED BY EOLIA BOULANT**

**Amendment 26**

**AMIET**

On behalf of ECR

**Proposal for a regulation**

**Recital 11**

*Text proposed by the Commission*

*Amendment*

Given the higher barriers they often face to access finance, SMEs are generally disproportionately affected by the higher purchase costs of zero emission vehicles. Therefore, the national targets should be based on the share of zero- and low-emission vehicles in total corporate registrations only by large undertakings; **for the sake of consistency, the notion of large undertakings should be drawn from Directive 2013/34/EU of the European Parliament and of the Council.**

Given the higher barriers they often face to access finance, SMEs are generally disproportionately affected by the higher purchase costs of zero emission vehicles. Therefore, the national targets should be based on the share of zero- and low-emission vehicles in total corporate registrations only by large undertakings.

**Justification**

*The criteria for “large undertakings” established by the Directive 2013/34/EU are too low (balance sheet total: EUR 20 000 000, net turnover: EUR 40 000 000, average number of employees during the financial year: 250). We need to protect our automotive industry by raising the thresholds for classification as “large undertakings”. Besides, as stated in the Impact Assessment Report, “the increased demand for new ZEVs by large companies might lead to an increase in the total share of ZEVs in new registrations”. Therefore, it is preferable to implement the regulation gradually to avoid sudden strain on the ZEV & LEV market and a rapid/sharp increase in prices. At the very least, the regulation should be more specifically targeted at the companies concerned. That is why the bold part should be deleted, and that the notion of “large undertakings” will be defined in Amendment ... to Article 2.*

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 27

Picone

On behalf of PFE

### Proposal for a regulation

#### Recital 11

##### *Text proposed by the Commission*

Given the higher barriers they often face to access finance, SMEs are generally disproportionately affected by the higher purchase costs of zero emission vehicles. Therefore, the national targets should be based on the share of zero- and low-emission vehicles in total corporate registrations only by large undertakings; for the sake of consistency, the notion of large undertakings **should be drawn from Directive 2013/34/EU of the European Parliament and of the Council.**

##### *Amendment*

Given the higher barriers they often face to access finance, SMEs are generally disproportionately affected by the higher purchase costs of zero-emission vehicles. Therefore, the national targets should be based on the share of zero- and low-emission vehicles in total corporate registrations only by large undertakings; for the sake of consistency, the notion of large undertakings shall be clearly defined in this Regulation, according to the changes brought by Directive 2023/2775 (EU) of 17 October 2023 amending Directive 2013/34/EU(1).

##### Justification

*The reference provided for by Directive 2013/34/EU results to be outdated in light of recent developments and subsequent definitions of 'large undertakings' provided for in EU legislative proposals. Indeed, this definition has already been revised by Delegated Directive 2023/2775 (EU) amending Directive 2013/34/EU. Going back to an outdated definition, already proven to be insufficient, would only damage the adequateness and relevance of the proposition.*

(1) Commission Delegated Directive (EU) 2023/2775 of 17 October 2023 amending Directive 2013/34/EU of the European Parliament and of the Council as regards the adjustments of the size criteria for micro, small, medium-sized and large undertakings or groups [http://data.europa.eu/eli/dir\\_del/2023/2775/oj](http://data.europa.eu/eli/dir_del/2023/2775/oj).

**Proposal for a regulation**  
**Recital 12**

*Text proposed by the Commission*

The Regulation should set targets per Member State for the share of zero- and low-emission vehicles in new corporate vehicles registrations by large undertakings in their territory. In order to meet the emission reduction targets set in Regulation 2019/631, those targets should ensure that a minimum share of new corporate cars and vans registered by large undertakings is zero-emission. Collectively, the national targets would lead to a minimum Union share of **69% zero- and low-emission cars, of which at least 45% with a zero-emission**, in 2030, and be consistent with Regulation 2019/631 for 2035; and **of 40% zero- and low-emission vans, of which at least 36% zero-emission, in 2030**, and be consistent with Regulation 2019/631 for 2035.

*Amendment*

The Regulation should set targets per Member State for the share of zero and low-emission vehicles in new corporate vehicles registrations by large undertakings in their territory. In order to meet the emission reduction targets set in Regulation 2019/631, those targets should ensure that a minimum share of new corporate cars and vans registered by large undertakings is zero-emission. Collectively, the national targets would lead to a minimum Union share of **75% zero emission cars** in 2030, and be consistent with Regulation 2019/631 for 2035; and **of 65% zero-emission vans in 2030**, and be consistent with Regulation 2019/631 for 2035.

**Justification**

This amendment adopts the most ambitious scenario (PO1C) from the Commission's impact assessment, which it estimated delivers the highest net benefits (EUR 23 billion) and CO<sub>2</sub> savings (43.4 Mt by 2050). PO1C is the only option fully aligned with the EU's 2035 phase-out of internal combustion engines and 2050 climate neutrality. Economically, it is providing industry with clear demand signals to scale up zero-emission vehicle production and the building of the corresponding infrastructures, as well as creating a strong dynamic for the second-hand market, therefore fostering accessibility of green vehicles for individuals. Lower ambition will only delay this necessary transition, leaving our competitors ahead and undermining the Green Deal's industrial and climate objectives.

**Amendment 29**  
**Kojine Amiet**  
On behalf of ECR

**Proposal for a regulation**  
**Recital 12**

*Text proposed by the Commission*

The Regulation should set targets per Member State for the share of zero- and low-emission vehicles in new corporate vehicles registrations by large undertakings in their territory. In order to meet the emission reduction targets set in Regulation 2019/631, those targets should ensure that a minimum share of new corporate cars and vans registered by large undertakings is zero-emission. Collectively, the national targets would lead to a minimum Union share of 69% zero- and low-emission cars, of which at least **45%** with a zero-emission, in 2030, and be consistent with Regulation 2019/631 for 2035; and of 40% zero- and low-emission vans, of which at least **36%** zero-emission, in 2030, and be consistent with Regulation 2019/631 for 2035.

*Amendment*

The Regulation should set targets per Member State for the share of zero and lowemission vehicles in new corporate vehicles registrations by large undertakings in their territory. In order to meet the emission reduction targets set in Regulation 2019/631, those targets should ensure that a minimum share of new corporate cars and vans registered by large undertakings is zero-emission. Collectively, the national targets would lead to a minimum Union share of 69% zero- and low-emission cars, of which at least **34.5%** with a zero emission, in 2030, and be consistent with Regulation 2019/631 for 2035; and of 40% zero- and low-emission vans, of which at least **20%** zero emission, in 2030, and be consistent with Regulation 2019/631 for 2035.

*Justification*

LEVs play a role in transition and contribute to reduce greenhouse gas emissions. Many companies have invested and specialized into LEVs. Yet, in each Member State, LEVs account for less than 50% of the target for the combined share of zero- and low emission vehicles. Member States should be able to meet their national targets with 50% of LEVs at least until 2030. That's why the figures have been lowered.

**Amendment 30**  
**Lena Hege**  
On behalf of EPP

**Proposal for a regulation**  
**Recital 12**

*Text proposed by the Commission*

The Regulation should set targets per Member State for the share of zero- and low-emission vehicles in new corporate vehicles registrations by large undertakings in their territory. In order to meet the emission reduction targets set in Regulation 2019/631, those targets should ensure that a minimum share of new corporate cars and vans registered by large undertakings is zero-emission. Collectively, the national targets would lead to a minimum Union share of 69% zero- and low-emission cars, of which at least 45% with a zero-emission, in 2030, and be consistent with Regulation 2019/631 for 2035; and of 40% zero- and low-emission vans, of which at least 36% zero-emission, in 2030, and be consistent with Regulation 2019/631 for 2035.

*Amendment*

The Regulation should set targets per Member State for the share of zero- and low-emission vehicles in new corporate vehicles registrations by large undertakings in their territory. In order to meet the emission reduction targets set in Regulation 2019/631, those targets should ensure that a minimum share of new corporate cars and vans registered by large undertakings is zero-emission, **while allowing Member States, where appropriate and in line with technological neutrality, to recognise the contribution of low-emission technologies, including plug-in hybrid electric vehicles, range-extended electric vehicles, alternative fuels, biofuels, synthetic fuels and other decarbonisation technologies that demonstrably contribute to emissions reductions.** Collectively, thenational targets would lead to a minimum Union share of 69% zero- and low-emission cars, of which at least 45% with a zero-emission, in 2030, and be consistent with Regulation 2019/631 for 2035; and of 40% zero- and low-emission vans, of which at least 36%zero-emission, in 2030, and be consistent with Regulation 2019/631 for 2035.

*Justification*

This clarification is necessary to ensure that the Regulation recognises that alternative fuels and other low-carbon technologies can also contribute to decarbonisation where appropriate, while preserving both competitiveness and consumer choice.

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 31 Rapporteur

#### Proposal for a regulation Recital 13

##### *Text proposed by the Commission*

Cars and vans are primarily used within the Member State where they are registered, and the markets for vehicles and services are mostly segmented by Member State. The national targets for the cumulated share of zero- and low-emission vehicles in new registrations by large undertakings should be set at different levels for cars and vans, to reflect the different level of technology and market development. For those vehicles, differences across Member States should be reflected in the level of the targets that respectively apply to them. Those national targets should be calculated starting from a level of ambition set for the whole Union taking account of the emission requirements set out for the respective vehicle categories in Regulation (EU) 2019/631, and modulated across Member States. The modulation should take account of each Member State's economic capacity, with the gross domestic product per capita used as proxy.

##### *Amendment*

Cars and vans are primarily used within the Member State where they are registered, and the markets for vehicles and services are mostly segmented by Member State. The national targets for the cumulated share of zero- and low-emission vehicles in new registrations by large undertakings should be set at different levels for cars and vans, **to reflect their different operational characteristics, including pay load requirements and vehicle usage patterns, as well as** the different level of technology and market development. For those vehicles, differences across Member States should be reflected in the level of the targets that respectively apply to them. Those national targets should be calculated starting from a level of ambition set for the whole Union taking account of the emission requirements set out for the respective vehicle categories in Regulation (EU) 2019/631, and modulated across Member States. The modulation should take account of each Member State's economic capacity, with the gross domestic product per capita used as proxy.

##### *Justification*

*This amendment broadens the rationale for setting different targets for cars and vans beyond market and technology development, by explicitly recognising their distinct operational characteristics. This ensures the differentiation rests on a more durable, structural foundation rather than solely on transient market conditions.*

## Amendment 32

Belloeil

On behalf of S&D

### Proposal for a regulation

#### Recital 13

##### *Text proposed by the Commission*

Cars and vans are primarily used within the Member State where they are registered, and the markets for vehicles and services are mostly segmented by Member State. The national targets for the cumulated share of zero- and low-emission vehicles in new registrations by large undertakings should be set at different levels for cars and vans, to reflect the different level of technology and market development. For those vehicles, differences across Member States should be reflected in the level of the targets that respectively apply to them. Those national targets should be calculated starting from a level of ambition set for the whole Union taking account of the emission requirements set out for the respective vehicle categories in Regulation (EU) 2019/631, and modulated across Member States. The modulation should take account of each Member State's economic capacity, with the gross domestic product per capita used as proxy.

##### *Amendment*

Cars and vans are primarily used within the Member State where they are registered, and the markets for vehicles and services are mostly segmented by Member State. The national targets for the cumulated share of zero- and low-emission vehicles in new registrations by large undertakings should be set at different levels for cars and vans, to reflect their different operational characteristics, including payload requirements and vehicle usage patterns, as well as the different level of technology and market development. For those vehicles, differences across Member States should be reflected in the level of the targets that respectively apply to them. Those national targets should be calculated starting from a level of ambition set for the whole Union taking account of the emission requirements set out for the respective vehicle categories in Regulation (EU) 2019/631, and modulated across Member States. The modulation should take account of each Member State's economic capacity, with the gross domestic product per capita used as proxy, **as well as structural territorial constraints. For island Member States, this modulation should incorporate an insularity coefficient to account for the lack of rail alternatives and specific market barriers, such as the availability of Right-Hand Drive (RHD) vehicles.**

### *Justification*

*Consequential amendment to Article 3. While GDP per capita is an indicator of economic capacity, it fails to capture the structural and geographical handicaps of island Member States . In territories like Malta, the total absence of railway infrastructure creates a forced modal dependence on road transport. Furthermore, the specificities of the Right-Hand Drive (RHD) market limit the actual availability of affordable zero-emission vehicles. Aligning this recital with Article 3 ensures that the regulation respects the principle of territorial cohesion under Article 174 TFEU.*

**Proposal for a regulation**  
**Recital 13**

*Text proposed by the Commission*

Cars and vans are primarily used within the Member State where they are registered, and the markets for vehicles and services are mostly segmented by Member State. The national targets for the cumulated share of zero- and low-emission vehicles in new registrations by large undertakings should be set at different levels for cars and vans, to reflect the different level of technology and market development. For those vehicles, differences across Member States should be reflected in the level of the targets that respectively apply to them. Those national targets should be calculated starting from a level of ambition set for the whole Union taking account of the emission requirements set out for the respective vehicle categories in Regulation (EU) 2019/631, and modulated across Member States. The modulation should take account of each Member State's economic capacity, with the gross domestic product per capita used as proxy.

*Amendment*

Cars and vans are primarily used within the Member State where they are registered, and the markets for vehicles and services are mostly segmented by Member State. The national targets for the cumulated share of zero- and low-emission vehicles in new registrations by large undertakings should be set at different levels for cars and vans, to reflect the different level of technology and market development. For those vehicles, differences across Member States should be reflected in the level of the targets that respectively apply to them. Those national targets should be calculated starting from a level of ambition set for the whole Union taking account of the emission requirements set out for the respective vehicle categories in Regulation (EU) 2019/631, and modulated across Member States. The modulation should take account of each Member State's **recharging infrastructures, electricity price** and economic capacity, with the gross domestic product per capita used as proxy.

*Justification*

*It is essential to take these new factors into account when setting national targets.*

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 34 Rapporteur

#### Proposal for a regulation Recital 14

*Text proposed by the Commission*

Plug-in hybrid electric vehicles and range-extended electric vehicles **can** play **a role in the transition** towards zero-emission mobility and can be useful for specific use case **as well as in other specific global markets beyond 2035. The recognition of their contribution can support continued investments and innovation of such technologies.**

*Amendment*

Plug-in hybrid electric vehicles and range-extended electric vehicles **may** play **a transitional role** towards zero-emission mobility in certain use cases **and may remain relevant for specific global markets beyond 2035, including for export markets. Continued technological development in such vehicles may therefore remain relevant for the European industry.**

#### *Justification*

*This amendment recalibrates the language on plug-in hybrid and range-extended electric vehicles to more accurately reflect their place in the transition towards zero-emission mobility. Replacing 'can' with 'may' and framing their role as explicitly transitional avoids overstating the long-term contribution of these technologies in the Union market, while preserving recognition of their relevance for specific use cases and export markets beyond 2035. This more measured formulation better supports investment planning in the European automotive industry without creating expectations inconsistent with the Union's long-term zero emission objective*

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 35

Lena Hege

On behalf of EPP

### Proposal for a regulation

#### Recital 14

##### *Text proposed by the Commission*

Plug-in hybrid electric vehicles and range-extended electric vehicles can play a role in the transition towards zero-emission mobility and can be useful for specific use case as well as in other specific global markets beyond 2035. The recognition of their contribution can support continued investments and innovation of such technologies.

##### *Amendment*

Plug-in hybrid electric vehicles, range-extended electric vehicles **and other low-emission technologies** can play a role in the transition towards zero-emission mobility and can be useful for specific use cases **and market segments**, as well as in other global markets beyond 2035. The recognition of their contribution can support continued investments and innovation of such technologies.

##### *Justification*

*It is necessary to explicitly recognise the transitional role of plug-in hybrid electric vehicles, range-extended electric vehicles and other low-emission technologies in achieving the Union's decarbonisation objectives.*

**Amendment 36**  
**Kojine Amiet**  
On behalf of ECR

**Proposal for a regulation**  
**Recital 14**

*Text proposed by the Commission*

Plug-in hybrid electric vehicles and range-extended electric vehicles can play a role in the transition towards zero-emission mobility and can be useful for specific use case as well as in other specific global markets beyond 2035. The recognition of their contribution can support continued investments and innovation of such technologies.

*Amendment*

Plug-in hybrid electric vehicles and range-extended electric vehicles can play a role in the transition towards zero-emission mobility and can be useful for specific use cases as well as in other global markets beyond 2035. The recognition of their contribution can support continued investments and innovation of such technologies, **in respect the principle of technological neutrality.**

*Justification*

*Technology neutrality is a key element of the transition. Yet it is never mentioned in the proposal itself. We must promote it by adding this principle into the body of the future regulation.*

## REPLACED BY COMPROMISE AMENDMENT

**Amendment 37**  
**Gautier Blanchard**  
On behalf of Renew

### **Proposal for a regulation** **Recital 15**

#### *Text proposed by the Commission*

Member States should be allowed to apply any measure they deem necessary to reach the targets set out in this Regulation, including introducing more favourable road tolling; taxation favouring the uptake of zero- and low-emission vehicles or other State support measures subject to applicable State aid rules; introducing requirements in licensing for specific passenger transport services (such as taxis, ride-hailing); improving enabling conditions for the use of zero- and low-emission vehicles, such as availability of dedicated recharging points at specific locations or preferential access to parking. Member States should also be allowed to set targets for specific categories of companies or fleet operators. The availability of recharging infrastructure allowing to recharge easily and at accessible prices is a key enabling factor, which can be ensured by Member States taking into account the specific operational requirements of corporate fleets, also contributing to meeting their targets set in Regulation (EU) 2023/1804 of the European Parliament and of the Council. The Communication “Decarbonising corporate fleets” provides several examples of good practices and effective measures that can be put in place at national level to increase the share of zero-emission vehicles in corporate fleets.

#### *Amendment*

Member States should be allowed to apply any measure they deem necessary to reach the targets set out in this Regulation, including introducing more favourable road tolling; taxation favouring the uptake of zero- and low-emission vehicles or other State support measures subject to applicable State aid rules; introducing requirements in licensing for specific passenger transport services (such as taxis, ride-hailing); improving enabling conditions for the use of zero- and low-emission vehicles, such as availability of dedicated recharging points at specific locations or preferential access to parking. Member States should also be allowed to set targets for specific categories of companies or fleet operators. The availability of recharging infrastructure allowing to recharge easily and at accessible prices is a key enabling factor, which can be ensured by Member States taking into account the specific operational requirements of corporate fleets, also contributing to meeting their targets set in Regulation (EU) 2023/1804 of the European Parliament and of the Council. The Communication “Decarbonising corporate fleets” provides several examples of good practices and effective measures that can be put in place at national level to

increase the share of zero-emission vehicles in corporate fleets. Member States are especially encouraged to foster measures to be taken also by Regions on the local level by informing, exchanging data and information with Regions. Member States will make sure the transition towards green corporate fleets is widely and coherently adopted across their territory by helping less advanced Regions with specific support in order to reach the targets and avoid territorial inequalities.

*Justification*

*This amendment aims to sensitize Member States to the importance of allowing Regions to participate in the process of clean corporate fleet adoption without letting any territory behind and converging local and national policies, sometimes by having specific attention for Regions with specific needs.*

**Proposal for a regulation**  
**Recital 15**

*Text proposed by the Commission*

Member States should be allowed to apply any measure they deem necessary to reach the targets set out in this Regulation, including introducing more favourable road tolling; taxation favouring the uptake of zero- and low emission vehicles or other State support measures subject to applicable State aid rules; introducing requirements in licensing for specific passenger transport services (such as taxis, ride hailing); improving enabling conditions for the use of zero-and low-emission vehicles, such as availability of dedicated recharging points at specific locations or preferential access to parking. Member States should also be allowed to set targets for specific categories of companies or fleet operators. The availability of recharging infrastructure allowing to recharge easily and at accessible prices is a key enabling factor, which can be ensured by Member States taking into account the specific operational requirements of corporate fleets, also contributing to meeting their targets set in Regulation (EU) 2023/1804 of the European Parliament and of the Council. The Communication “Decarbonising corporate fleets” provides several examples of good practices and effective measures that can be put in place at national level to increase the share of zero-emission vehicles in corporate fleets

*Amendment*

Member States should be allowed to apply any measure they deem necessary to reach the targets set out in this Regulation, including introducing more favourable road tolling; taxation favouring the uptake of zero- and low emission vehicles or other State support measures subject to applicable Stateaid rules **such as tax deduction for the purchase of zero- and low emission vehicles or lowering taxes on electricity price for recharging corporate vehicles**; introducing requirements in licensing for specific passenger transport services (such as taxis, ride-hailing); improving enabling conditions for the use of zero-and low emission vehicles, such as availability of dedicated recharging points at specific locations or preferential access to parking. Member States should also be allowed to set targets for specific categories of companies or fleet operators. The availability of recharging infrastructure allowing to recharge easily and at accessible prices is a key enabling factor, which can be ensured by Member States taking into account the specific operational requirements of corporate fleets, also contributing to meeting their targets set in Regulation (EU) 2023/1804 of the European Parliament and of the Council. The Communication “Decarbonising corporate fleets” provides several examples of good practices and effective measures that can be put in place at national level to increase the share of zero-emission vehicles in corporate fleets.

*Justification*

*Incentives are more effective than obligations and prohibitions. Member States have many means at their disposal to incentivise companies to purchase zero- and low-emission vehicles by influencing costs.*

## WITHDRAW BY AUTHOR

**Amendment 39**  
**Kojine Amiet**  
On behalf of ECR

### **Proposal for a regulation** **Recital 16**

*Text proposed by the Commission*

Diffusion of low-emission vehicles based on electric traction will also increase demand for charging infrastructure, which will enhance the density of the charging network with benefits also for zero-emission vehicles.

*Amendment*

Diffusion of low-emission vehicles based on electric traction will also increase demand for charging infrastructure, which will enhance the density of the charging network with benefits also for zero-emission vehicles.  
**A fund will be established to support the development of this network.**

*Justification*

*The lack of charging points and their costs can discourage companies from investing in zero emission vehicles. Some Member States are less well equipped than others. That is why the Union should assist the least well equipped Member States by providing them with financial aid.*

## **Amendment 40**

**Tellier**

on behalf of the Greens

### **Proposal for a regulation**

#### **Recital 17**

##### *Text proposed by the Commission*

(17) The way financial support measures are devised is often decisive for choosing which corporate vehicle to purchase. Without prejudice to national competences, Member States should make full use of this lever, by providing financial support for corporate vehicles exclusively to zero- and low-emission vehicles. Council conclusions have repeatedly emphasised the need to phase out as soon as possible fossil fuel subsidies.<sup>32</sup> Financial support that only benefits zero- and low emission vehicles can support Union efforts to increase at an accelerated pace its energy security and move away from imports of fossil fuels. In order to support decarbonisation in key industry sectors supplying the automotive industry and also promote clean technology products and the domestic production of technologies such as batteries for electric vehicles, the Commission has announced in the Clean Industrial Deal a proposal for an Industrial Accelerator Act. Since the transition towards zero-emission vehicles in corporate fleets may be subject to public financial support in Member States, there is a potential for using public support to help strengthen domestic value chains in the automotive sector. Cars and vans ‘made in the European Union’ can contribute to the creation of a stable lead market for European suppliers, enhancing the competitiveness of Union industry, maintaining its workforce and helping attract new investments in Union production capacity in those sectors.

##### *Amendment*

(17) The way financial support measures are devised is often decisive for choosing which corporate vehicle to purchase. The climate emergency demands that such support be directed with maximum effectiveness toward accelerating the decarbonisation of corporate fleets. Without prejudice to national competences, Member States should make full use of this lever, by providing financial support for corporate vehicles exclusively to zero-emission vehicles to small and medium-sized enterprises as defined in Commission Recommendation 2003/361/EC, exclusively. Large undertakings have the financial capacity to absorb the higher upfront costs of zero-emission vehicles without public subsidy, and public funds should therefore be reserved for SMEs, who face the greatest structural barriers to the transition and whose efforts must be encouraged. Council conclusions have repeatedly emphasised the need to phase out as soon as possible fossil fuel subsidies. Financial support that only benefits zero- and low-emission vehicles can support Union efforts to increase at an accelerated pace its energy security and move away from imports of fossil fuels, while contributing to the urgent reduction of greenhouse gas emissions from road transport. In order to support decarbonisation in key industry sectors supplying the automotive industry and also promote clean technology products and the domestic production of technologies such as batteries for electric vehicles, the Commission has announced in the Clean Industrial Deal a proposal for an Industrial Accelerator Act.

Since the transition towards zero-emission vehicles in corporate fleets may be subject to public financial support in Member States, there is a potential for using public support to help strengthen domestic value chains in the automotive sector while ensuring that such support reaches the SMEs that need it most. Cars and vans ‘made in the European Union’ can contribute to the creation of a stable lead market for European suppliers, enhancing the competitiveness of Union industry, maintaining its workforce and helping attract new investments in Union production capacity in those sectors.

#### *Justification*

*The climate emergency requires that public financial support for fleet decarbonisation be both targeted and effective. Large undertakings have sufficient financial capacity to transition without State support. Reserving public funding exclusively for SMEs maximises the impact of every euro spent, accelerates the green transition where structural barriers are the highest, alleviates the financial barriers faced by SMEs in their transition while supporting their efforts, and is fully consistent with the SME-dedicated support mechanism that would be established under Article 7 (4).*

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 41

#### Rapporteur

#### Proposal for a regulation

#### Recital 17

##### *Text proposed by the Commission*

(17) The way financial support measures are devised is often decisive for choosing which corporate vehicle to purchase. Without prejudice to national competences, Member States should make full use of this lever, by providing financial support for corporate vehicles exclusively to zero- and low-emission vehicles. Council conclusions have repeatedly emphasised the need to phase out as soon as possible fossil fuel subsidies.<sup>32</sup> Financial support that only benefits zero- and low emission vehicles can support Union efforts to increase at an accelerated pace its energy security and move away from imports of fossil fuels. In order to support decarbonisation in key industry sectors supplying the automotive industry and also promote clean technology products and the domestic production of technologies such as batteries for electric vehicles, the Commission has announced in the Clean Industrial Deal a proposal for an Industrial Accelerator Act. Since the transition towards zero-emission vehicles in corporate fleets may be subject to public financial support in Member States, there is a potential for using public support to help strengthen domestic value chains in the automotive sector. Cars and vans ‘made in the European Union’ can contribute to the creation of a stable lead market for European suppliers, enhancing the competitiveness of Union industry, maintaining its workforce and helping attract new investments in Union production capacity in those sectors.

##### *Amendment*

(17) The way financial support measures are devised is often decisive for choosing which corporate vehicle to purchase. Without prejudice to national competences, Member States should make full use of this lever, by providing financial support for corporate vehicles exclusively to zero- and low-emission vehicles. Council conclusions have repeatedly emphasised the need to phase out as soon as possible fossil fuel subsidies.<sup>32</sup> Financial support that only benefits zero- and low emission vehicles can support Union efforts to increase at an accelerated pace its energy security and move away from imports of fossil fuels. In order to support decarbonisation in key industry sectors supplying the automotive industry and also promote clean technology products and the domestic production of technologies such as batteries for electric vehicles, the Commission has announced in the Clean Industrial Deal a proposal for an Industrial Accelerator Act. Since the transition towards zero-emission vehicles in corporate fleets may be subject to public financial support in Member States, there is a potential for using public support to help strengthen domestic value chains in the automotive sector. Cars and vans ‘made in the European Union’ ***in accordance with Article 4***, can contribute to the creation of a stable lead market for European suppliers, enhancing the competitiveness of Union industry, maintaining its workforce and helping attract new investments in Union production capacity in those sectors.

<sup>32</sup> For example Council Conclusions on Green Diplomacy of 18 March 2024, [st07865-en24.pdf](#).

<sup>32</sup> For example Council Conclusions on Green Diplomacy of 18 March 2024, [st07865-en24.pdf](#).

Or. en

### *Justification*

*This amendment ensures consistency between the political rationale set out in the recital and the operative text by cross-referencing Article 4, where the 'made in the European Union' criteria are established, reinforcing the regulation's contribution to strengthening domestic value chains in the Union's automotive sector.*

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 42 Rapporteur

#### Proposal for a regulation Recital 18

##### *Text proposed by the Commission*

(18) In order to be in a position to align requirements on strengthening domestic value chains in the automotive sector with the upcoming Industrial Accelerator Act, as announced in the Clean Industrial Deal, ***the Commission should be empowered to adopt delegated acts to set up a methodology for determining the criteria for a car or van to be considered 'made in the European Union'.***

##### *Amendment*

(18) In order to be in a position to align requirements on strengthening domestic value chains in the automotive sector with the upcoming Industrial Accelerator Act, as announced in the Clean Industrial Deal, ***the criteria for determining whether a car or van is to be considered 'made in the European Union' are established directly in Article 4 of this Regulation. The Commission should be empowered to adopt a delegated act solely focused on establishing the technical measurement methodology for those criteria, ensuring their uniform application across Member States.***

Or. en

##### *Justification*

*The Commission text conferred an open-ended delegation to define 'made in the European Union' criteria through delegated acts. This amendment retains the Commission's original rationale of alignment with the Industrial Accelerator Act while establishing the essential criteria directly in Article 4 through the ordinary legislative procedure, limiting the delegation solely to the technical measurement methodology.*

## Amendment 43

Margot Vanduynslager, Anne-Cécile Duponteil

on behalf of ESN (Europe of Sovereign Nations)

### Proposal for a regulation

#### Recital 18

*Text proposed by the Commission*

*Amendment*

(18) In order to be in a position to align requirements on strengthening domestic value chains in the automotive sector with the upcoming Industrial Accelerator Act, as announced in the Clean Industrial Deal, the Commission should be empowered to adopt delegated acts to set up a methodology for determining the criteria for a car or van to be considered ‘made in the European Union’.

(18) In order to be in a position to align requirements on strengthening domestic value chains in the automotive sector with the upcoming Industrial Accelerator Act, as announced in the Clean Industrial Deal, the Commission should be empowered to adopt delegated acts to set up a methodology for ***determining whether a car or a van can be considered ‘made in the European Union’ in accordance with article 4 and 5 of the present Regulation. This methodology shall be strictly limited to setting out the technical measurement rules for the criteria set out in article 4.***

Or. en

#### *Justification*

*Where delegated acts are reasonable as to establish a technical methodology for the calculation of the criteria set out in article 4 on the ‘made in EU label’, this amendment provides for harmonisation of the language used in the Regulation when referring to the delegated acts in question. In the spirit of limiting their scope to a technical methodology as to ensure full legislative oversight of the criteria for the granting of the label, this amendment re-establishes the strict limitation of the delegated acts to the technical measurements.*

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 44

Tellier

on behalf of the Greens

### Proposal for a regulation

#### Recital 19

#### *Text proposed by the Commission*

(19) To allow the Commission to appropriately monitor and to follow the implementation of this Regulation, each Member State should submit to the Commission a national plan describing the measures it has in place and the measures it plans to implement to reach the national targets set out in the Annex. In order to demonstrate compliance with the new registration targets, each Member State should report to the Commission, on a yearly basis, the number of new vehicles registered by large undertakings on its territory, and the share of zero- and low-emission vehicles therein, by vehicle category, based on data extracted from their vehicle registries or any other relevant sources of information such as fiscal databases and registries. The Commission should review this Regulation in 2032, and where relevant adopt proposals for its revision, including by setting targets for subsequent periods, taking into account relevant market and technology developments. In evaluating the functioning of this Regulation, the Commission should assess the extent to which the objectives of this Regulation have been met and the extent to which it has impacted the competitiveness of the relevant sectors. That review should also cover the interaction of this Regulation with other relevant Union legal acts. The Commission should make use of the Sustainable Transport Forum to collect information in view of the review, and to support stakeholders and Member States in putting in place measures to meet the targets and to discuss follow up initiatives.

#### *Amendment*

(19) To allow the Commission to appropriately monitor and to follow the implementation of this Regulation, each Member State should submit to the Commission a national plan describing the measures it has in place and the measures it plans to implement to reach the national targets set out in the Annex. In order to demonstrate compliance with the new registration targets, each Member State should report to the Commission, on a yearly basis, the number of new vehicles registered by large undertakings on its territory, and the share of zero- and low-emission vehicles therein, by vehicle category, based on data extracted from their vehicle registries or any other relevant sources of information such as fiscal databases and registries. **While SMEs are not subject to the national targets laid down in this Regulation, Member States should monitor and report to the Commission, on a yearly basis, the number of new corporate vehicles registered by SMEs and the share of zero- and low-emission vehicles therein, by vehicle category. Such data shall provide the Commission and Member States with the evidence base necessary to assess the pace of fleet decarbonisation across all corporate operators and shall be taken into account by the Commission when carrying out the review referred to in Article 7 (new), with a view to determining whether the scope of the national targets should be extended to SMEs in light of market developments, the effectiveness of support measures established under Article 7(4) (new), and the overall progress of SMEs towards zero- emission fleet transition.** The Commission should review this Regulation in 2032, and where relevant adopt proposals for its revision,

including by setting targets for subsequent periods **and including SMEs**, taking into account relevant market, **environmental** and technology developments. In evaluating the functioning of this Regulation, the Commission should assess the extent to which the objectives of this Regulation have been met and the extent to which it has impacted the competitiveness of the relevant sectors. That review should also cover the interaction of this Regulation with other relevant Union legal acts. The Commission should make use of the Sustainable Transport Forum to collect information in view of the review, and to support stakeholders and Member States in putting in place measures to meet the targets and to discuss follow up initiatives.

#### *Justification*

*Effective monitoring of corporate fleet decarbonisation must extend beyond large undertakings to provide a complete picture of progress across the Union. While SMEs are not yet subject to the national targets, collecting data on their zero-emission vehicle uptake from the outset ensures that the Commission has the necessary evidences to assess whether and how to extend the scope of this Regulation to SMEs at the time of the review provided for in Article 7 (new). This prepares the ground for a potential future inclusion of SMEs, ensuring that such a decision will be based on robust, comparable data rather than estimates — and that SMEs are not overlooked when the Commission evaluates the Regulation's overall effectiveness.*

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 45 Rapporteur

#### Proposal for a regulation Recital 19

##### *Text proposed by the Commission*

To allow the Commission to appropriately monitor and to follow the implementation of this Regulation, each Member State should submit to the Commission a national plan describing the measures it has in place and the measures it plans to implement to reach the national targets set out in the Annex. In order to demonstrate compliance with the new registration targets, each Member State should report to the Commission, on a yearly basis, the number of new vehicles registered by large undertakings on its territory, and the share of zero- and low-emission vehicles therein, by vehicle category, based on data extracted from their vehicle registries or any other relevant sources of information such as fiscal databases and registries. The Commission should review this Regulation in 2032, **and** *where relevant adopt proposals for its revision, including by setting targets for subsequent periods, taking into account relevant market and technology developments. In evaluating the functioning of this Regulation, the Commission should assess the extent to which the objectives of this Regulation have been met and the extent to which it has impacted the competitiveness of the relevant sectors. That review should also cover the interaction of this Regulation with other relevant Union legal acts. The Commission should make use of the*

##### *Amendment*

To allow the Commission to appropriately monitor and to follow the implementation of this Regulation, each Member State should submit to the Commission a national plan describing the measures it has in place and the measures it plans to implement to reach the national targets set out in the Annex. In order to demonstrate compliance with the new registration targets, each Member State should report to the Commission, on a yearly basis, the number of new vehicles registered by large undertakings on its territory, and the share of zero- and low-emission vehicles therein, by vehicle category, based on data extracted from their vehicle registries or any other relevant sources of information such as fiscal databases and registries. The Commission should review this Regulation in 2032, **submit a report to the European Parliament and to the Council on its findings, and present a legislative proposal for its revision, including by setting targets for subsequent periods, unless the Commission concludes in that report, with detailed justification, that such a proposal is not necessary. That review should take into account relevant market and technology developments, the availability and affordability of zero- and low-emission vehicles across all market segments, and the pace of deployment of recharging infrastructure across the Union.**

Sustainable Transport Forum to collect information in view of the review, and to support stakeholders and Member States in putting in place measures to meet the targets and to discuss follow up initiatives.

**In evaluating the functioning of this Regulation, the Commission should assess the extent to which the objectives of this Regulation have been met, the extent to which it has impacted the competitiveness of the relevant sectors, including employment and investment in the Union's automotive manufacturing and supply chain, and whether the targets remain appropriate in light of prevailing economic, technological and infrastructure conditions. That review should also cover the interaction of this Regulation with other relevant Union legal acts, in particular Regulation (EU) 2019/631. The European Parliament should be associated with the review process through structured dialogue with the Commission on the findings and any proposed revisions. The Commission should make use of the Sustainable Transport Forum to collect information in view of the review, and to support stakeholders and Member States in putting in place measures to meet the targets and to discuss follow-up initiatives.**

#### *Justification*

*This amendment strengthens Parliamentary oversight of the 2032 review by requiring the Commission to submit its findings formally to Parliament and the Council, reversing the burden of proof on legislative proposals, and explicitly associating Parliament with the review process through structured dialogue. The amendment also broadens the review criteria to include employment, supply chain impacts, vehicle affordability and infrastructure deployment, ensuring the review provides a comprehensive assessment of the regulation's functioning.*

## Amendment 46

Margot Vanduynslager, Anne-Cécile Duponteil

on behalf of ESN(Europe of Sovereign Nations)

### Proposal for a regulation

#### Recital 19

##### *Text proposed by the Commission*

To allow the Commission to appropriately monitor and to follow the implementation of this Regulation, each Member State should submit to the Commission a national plan describing the measures it has in place and the measures it plans to implement to reach the national targets set out in the Annex. In order to demonstrate compliance with the new registration targets, each Member State should report to the Commission, on a yearly basis, the number of new vehicles registered by large undertakings on its territory, and the share of zero- and low-emission vehicles therein, by vehicle category, based on data extracted from their vehicle registries or any other relevant sources of information such as fiscal databases and registries. The Commission should review this Regulation in 2032, and where relevant adopt proposals for its revision, **including by setting targets for subsequent periods, taking into account relevant market and technology developments. In evaluating the functioning of this Regulation, the Commission should assess the extent to which the objectives of this Regulation have been met and the extent to which it has impacted the competitiveness of the relevant sectors.** That review should also cover the interaction of this Regulation with other relevant Union legal acts. The Commission should make use of the

##### *Amendment*

To allow the Commission to appropriately monitor and to follow the implementation of this Regulation, each Member State should submit to the Commission a national plan describing the measures it has in place and the measures it plans to implement to reach the national targets set out in the Annex. In order to demonstrate compliance with the new registration targets, each Member State should report to the Commission, on a yearly basis, the number of new vehicles registered by large undertakings on its territory, and the share of zero- and low emission vehicles therein, by vehicle category, based on data extracted from their vehicle registries or any other relevant sources of information such as fiscal databases and registries. The Commission should review this Regulation in 2032, and where relevant adopt proposals for its revision. **In carrying out this review, the Commission should pay particular attention to socio-economic impacts and to effects on competitiveness. It should, in particular, ensure that any subsequent revisions support job creation and investment across the automotive value chain, while protecting SMEs from adverse impacts.** That review should also cover the interaction of this Regulation with other relevant Union legal acts.

Sustainable Transport Forum to collect information in view of the review, and to support stakeholders and Member States in putting in place measures to meet the targets and to discuss follow up initiatives.

The Commission should make use of the Sustainable Transport Forum to collect information in view of the review, and to support stakeholders and Member States in putting in place measures to meet the targets and to discuss follow up initiatives.

#### Justification

Where the Review mentioned in this recital is important to ensure the adequation of the Regulation to the reality and evolutions of the relevant sectors, this amendment emphasizes the need for the Commission to take into account the socio-economic impacts and competitiveness implications in its subsequent revision proposals. In particular, it underlines the importance of preserving the competitiveness of the Union's automotive sector, ensuring that the regulatory framework remains conducive to investment and employment enhancement across the value chain. The amendment also highlights the need to protect SMEs from disproportionate impacts and regulatory pressures to ensure a balanced and inclusive transition.

**Amendment 47**  
**Ferrand**  
On behalf of EPP

**Proposal for a regulation**  
**Recital 21 - *NEW***

*Text proposed by the Commission*

*Amendment*

This Regulation should respect the principle of technological neutrality and should not prejudge the contribution of alternative fuels, including sustainable biofuels, renewable fuels of non-biological origin and other low-carbon fuels, where these contribute effectively to emissions reductions. Member States should retain the flexibility to include such fuels in their national plans as part of a broader transition strategy towards lower-emission corporate fleets, consistent with the Union's climate neutrality objective and with the framework established under Directive (EU) 2018/2001.

*Justification*

*The Commission proposal focuses primarily on the uptake of zero- and low-emission vehicles as defined by reference to tailpipe emissions, without acknowledging the potential contribution of alternative fuels to the decarbonisation of corporate fleets. This approach risks locking the regulatory framework into a single technological pathway at a time when the automotive sector and the fuel supply industry are investing significantly in sustainable biofuels, renewable fuels of non-biological origin and other low-carbon solutions.*

**Amendment 48**  
**BARNIER**  
On behalf of PflE

**Proposal for a regulation**  
**Article 1 paragraph 1**

*Text proposed by the Commission*

This Regulation establishes a framework for increasing the uptake of zero- and low-emission vehicles within the Union. It sets targets for the share of zero- and low emission vehicles in new corporate cars and vans registered by large undertakings in each Member State. This Regulation does not prevent any Member State from setting more ambitious targets.

*Amendment*

This Regulation establishes a framework for increasing the uptake of zero- and low-emission vehicles within the Union. It sets targets for the share of zero- and low emission vehicles in new corporate cars and vans registered by large undertakings in each Member State. **SMEs, as defined in Article 1(1), (2), (3) of Directive (EU) 2023/27752, are excluded from the scope of this regulation. To prevent the transfer of compliance burdens, large undertakings shall be prohibited from contractually requiring subcontracted SMEs to achieve zero- and low-emission targets as a condition of procurement or contract renewal, unless the large undertaking provides commensurate financial or technical support for such transition. Furthermore, the registration of vehicles by an SME shall not be used to fulfill the mandatory targets of a large undertaking, ensuring the obligation remains with the entity in scope. This Regulation does not prevent any Member State from setting more ambitious targets.**

(2) Commission Delegated Directive (EU) 2023/2775 of 17 October 2023 amending Directive 2013/34/EU of the European Parliament and of the Council as regards the adjustments of the size criteria for micro, small, medium-sized and large undertakings or groups:  
<https://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX:32023L2775>

### *Justification*

*Large undertakings are often subcontracting SMEs that have their own corporate vehicles. To prevent the transfer of compliance burdens, large undertakings shall be prohibited from contractually requiring subcontracted SMEs to achieve zero- and low-emission targets as a condition of procurement or contract renewal, unless the large undertaking provides commensurate financial or technical support for such transition. Moreover, to complete the protection of the SMEs, the registration of vehicles by an SME shall not be used to fulfill the mandatory targets of a large undertaking, ensuring the obligation remains with the entity in scope.*

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 49 Rapporteur

#### Proposal for a regulation Article 1 paragraph 1

##### *Text proposed by the Commission*

This Regulation establishes a framework for increasing the uptake of zero- and low- emission vehicles within the Union. It sets targets for the share of zero- and low emission vehicles in new corporate cars and vans registered by large undertakings in each Member State. This Regulation does not prevent any Member State from setting more ambitious targets.

##### *Amendment*

This Regulation establishes a framework **of targets and reporting obligations to the Commission** for increasing the uptake of zero- and low-emission vehicles within the Union. It sets targets for the share of zero- and low-emission vehicles in new corporate cars and vans registered by large undertakings in each Member State, **with a view to reducing road transport emissions, contributing to improvements in air quality, and fostering the competitiveness of the Union's automotive sector in the global transition towards zero-emission mobility.** This Regulation does not prevent any Member State from setting more ambitious targets.

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 50

Lena Hege

On behalf of EPP

### Proposal for a regulation

#### Article 1 paragraph 1

*Text proposed by the Commission*

*Amendment*

This Regulation establishes a framework for increasing the uptake of zero- and low- emission vehicles within the Union. It sets targets for the share of zero- and low emission vehicles in new corporate cars and vans registered by large undertakings **in each Member State**. This Regulation does not prevent any Member State from setting more ambitious targets

This Regulation establishes a framework for increasing the uptake of zero- and low-emission vehicles within the Union **while strengthening the competitiveness of the European automotive sector and supporting a just transition across all regions**. It sets **differentiated national** targets for the share of zero- and low-emission vehicles in new corporate cars and vans registered by large undertakings, **taking account of market readiness, infrastructure availability and regional economic circumstances**. This Regulation does not prevent any Member State from setting more ambitious targets.

#### Justification

*This amendment strengthens the Regulation's climate ambition by explicitly recognising the need to preserve the competitiveness of Europe's automotive sector across all regions. It ensures differentiated targets reflect market readiness, infrastructure realities and regional economic circumstances. This delivers a balanced framework that secures both environmental goals and industrial sustainability throughout the Union.*

**Amendment 51**  
**BARNIER**  
On behalf of PfE

**Proposal for a regulation**  
**Article 1 paragraph 2 - NEW**

*Text proposed by the Commission*

*Amendment*

- (2) For the purposes of Article 1(1), ‘commensurate financial or technical support’ shall include:**
- (a) Financial support covering the price differential between the purchase or lease cost of a zero- or low-emission vehicle and an equivalent internal combustion engine vehicle;**
  - (b) Technical support, including access to an eventual private charging infrastructure if owned, leased or otherwise controlled by the subcontracting large undertaking;**
  - (c) Contractual stability, ensuring contract durations are sufficient to allow for the amortisation of the SME’s investment in new vehicle technology.**

**Justification**

To ensure that the notion of ‘commensurate financial or technical support’ is actionable and concrete, this new paragraph of Article 1 provides a non-exclusive list of examples. Through them, large undertakings would be able to help the SMEs greening their fleets without passing onto them their obligations.

**Amendment 52**  
**BOULANT, BOULLAND, PINNA**  
On behalf of ECR

**Proposal for a regulation**  
**Article 2 - paragraph 7 - subpara a**

*Text proposed by the Commission*

*Amendment*

Zero and low emission vehicles' means a zero- and low emission vehicles as defined in Article 3(1)(m) of Regulation 2019/631;

**(a)**Zero and low emission vehicles' means a zero- and low emission vehicles as defined in Article 3(1)(m) of Regulation 2019/631; **and shall include vehicles powered wholly or partially by alternative fuels, including advanced biofuels, renewable fuels of non-biological origin, and hybrid powertrains. Such vehicles shall demonstrate substantial greenhouse gas emission reductions on a lifecycle basis compared to conventional fossil-fuel vehicles, in accordance with the methodology set out in Directive (EU) 2018/2001, including Annex V and Annex VI.**

**Justification**

*This amendment aims to ensure greater technological neutrality by broadening the definition of zero- and low-emission vehicles to include a wider range of low-carbon solutions, such as advanced biofuels, renewable fuels of non-biological origin, and hybrid powertrains. It provides increased flexibility for businesses and Member States, particularly those with less developed charging or refuelling infrastructure, allowing them to pursue cost-effective and immediately available pathways to emissions reduction. Directive (EU) 2018/2001 already provides a clear framework for defining and certifying*

**Amendment 53**  
**BOULANT, BOULLAND, PINNA**  
On behalf of ECR

**Proposal for a regulation**  
**Article 2 - paragraph 7 - subpara b NEW**

*Text proposed by the Commission*

*Amendment*

**(b) The definition of zero and low emission vehicles shall be applied in a technologically neutral manner, ensuring that no discrimination occurs between technologies capable of achieving comparable greenhouse gas emission reductions.**

*Justification*

*This amendment enshrines the principle of technological neutrality in the application of the definition of zero- and low-emission vehicles. It ensures that no specific technology is unduly favoured or disadvantaged, provided that comparable greenhouse gas emission reductions*

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 54

Andrea Picone

on behalf of Patriots for Europe

### Proposal for a regulation

#### Article 2 - paragraph 1 - point 8

*Text proposed by the Commission*

*Amendment*

(8) ‘large undertaking’ means a large undertaking as defined in Article 3(4) of Directive 2013/34/EU.

(8) ‘large undertaking’ shall be an undertaking which on its balance sheet dates exceeds at least two of the three following criteria:

(a) *Balance sheet total: EUR 25 000 000*

(b) *Net turnover: EUR 50 000 000*

(c) *Average number of employees during the financial year: 1000*

#### *Justification*

*Once again, the rationale behind this amendment is that the reference provided for by Directive 2013/34/EU results to be outdated in light of recently-adopted parameters. The text here presented thus aims at aligning the definition of ‘large undertaking’ with the one adopted in the Omnibus Package I of 2025, more specifically recital 5 of proposal for a directive of the European Parliament and of the Council amending Directives 2006/43/EC, 2013/34/EU, (EU) 2022/2464 and (EU) 2024/1760 as regards certain corporate sustainability reporting and due diligence requirements (COM(2025)0081 – C10-0037/2025 – 2025/0045(COD)).*

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 55

Fayna Yachir

on behalf of EPP

### Proposal for a regulation

#### Article 2 – paragraph 9 (new)

*Text proposed by the Commission*

*Amendment*

**(9) “sparsely populated area” means a local administrative unit where the population density falls below 50 inhabitants per square kilometre, as determined by Eurostat’s degree of urbanisation classification.**

#### *Justification*

*The use of the concept of sparsely populated areas as a basis for differentiated treatment in Article 3, requires a clear and shared definition. Without it, Member States could apply different interpretations, creating legal uncertainty and unequal treatment across the Union. This amendment anchors the concept in an existing, objective and widely used Eurostat classification, ensuring consistency and preventing abuse.*

**Amendment 56**  
**Angèle Tellier**  
on behalf of The Greens

**Proposal for a regulation**  
**Article 2 (9) (new)**

*Text proposed by the Commission*

*Amendment*

**(9) “Small and medium-sized enterprises”, or “SMEs”, means small and medium-sized enterprises as defined in Article 2 of Recommendation 2003/361/EC.**

*Justification*

*Introducing the definition of SMEs by reference to the Commission Recommendation 2003/361/EC ensures consistency with existing EU law.*

**Amendment 57**  
**Camille Baudouin**  
on behalf of EPP

**Proposal for a regulation**  
**Article 3 - paragraph 1 c) (new)**

*Text proposed by the Commission*

*Amendment*

c) In the case of cross-border leasing or rental arrangements, Member States may attribute corporate vehicles to the Member State of their principal use, where this differs from the Member State of registration, on the basis of objective and verifiable information provided by undertakings. Such attribution shall not undermine the achievement of Union-level emission reduction objectives.

*Justification*

*Border regions represent a significant share of the Union's territory and labour market, with approximately 1.8 million cross-border workers commuting between Member States and cross-border regions covering around 40% of EU territory. These specific mobility patterns, together with cross-border leasing and rental arrangements, may lead to situations where corporate vehicles are registered in one Member State but predominantly used in another. This can distort national fleet statistics and undermine the accuracy of target monitoring. Allowing vehicles to be attributed to the Member State of principal use improves the reflection of real operational patterns while preserving environmental ambition and respecting the diversity of national and cross-border economic contexts. This flexibility should be implemented in a transparent and verifiable manner to avoid distortions in the internal market.*

**Amendment 58**  
**Kandhal Cassard**  
on behalf of EPP

**Proposal for a regulation**  
**Amendment, Article 3, paragraphe 1, (c) (new)**

*Text proposed by the Commission*

*Amendment*

(c) Where a Member State demonstrates, in its national plan submitted pursuant to Article 6, that its automotive manufacturing sector represents more than 5% of its national industrial employment, that Member State may apply a phased implementation pathway whereby the applicable national targets set out in Tables 1 and 2 of the Annex are reduced by up to 15 percentage points for the first two calendar years of application, provided that the Member State submits a transition plan demonstrating how it will reach full compliance by 2033.

*Justification*

*Spain is one of the largest automotive manufacturing countries in the EU, with the sector accounting for approximately 10% of industrial employment and nearly 9% of GDP. An abrupt shift in corporate fleet composition risks disrupting domestic supply chains and production lines that are still adapting to the zero-emission transition. This amendment does not weaken the overall ambition of the Regulation, it introduces a time-limited and conditioned flexibility for Member States whose industrial fabric is disproportionately exposed to the pace of fleet electrification. It allows combining climate ambition with industrial competitiveness and a just transition for workers, as outlined in the Clean Industrial Deal and the Automotive Action Plan.*

## Amendment 59

BLANCHARD

On behalf of Renew

### Proposal for a regulation

#### Article 3 – para 1 – subpara c (new)

##### *Text proposed by the Commission*

1. Member States shall ensure that from 1 January 2030:

(a) the combined share of zero- and low-emission cars and vans in the total number of new corporate vehicles registered by large undertakings in their territory in each calendar year is at least equal to the combined targets for zero- and low-emission vehicles set in tables 1 and 2 in the Annex.

(b) the share of zero emission cars and vans in the total number of new corporate vehicles registered by large undertakings in their territory in each calendar year is at least equal to the minimum targets for zero-emission vehicles set in tables 1 and 2 in the Annex.

2. For the purposes of monitoring the uptake of zero- and low-emission vehicles within the Union and calculating compliance with the national targets for cars set in Table 1 of the Annex, and for vans set in Table 2 of the Annex, the following rules shall apply:

(a) the numerator for the targets for the combined shares of zero- and low-emission vehicles shall be the total combined number of new zero- and low-emission corporate vehicles that are, respectively, cars and vans, and that are registered by large undertakings in the Member State during each calendar year;

##### *Amendment*

1. Member States shall ensure that from 1 January 2030:

(a) the combined share of zero- and low-emission cars and vans in the total number of new corporate vehicles registered by large undertakings in their territory in each calendar year is at least equal to the combined targets for zero- and low-emission vehicles set in tables 1 and 2 in the Annex.

(b) the share of zero-emission cars and vans in the total number of new corporate vehicles registered by large undertakings in their territory in each calendar year is at least equal to the minimum targets for zero-emission vehicles set in tables 1 and 2 in the Annex.

**(c) there is not a difference of more than 15 points of percentage for zero- and low-emission vehicles registrations between the most advanced and the less advanced region of each Member State in this matter.**

2. For the purposes of monitoring the uptake of zero- and low-emission vehicles within the Union and calculating compliance with the national targets for cars set in Table 1 of the Annex, and for vans set in Table 2 of the Annex, the following rules shall apply:

(b) the numerator for the minimum targets for zero-emission vehicles shall be the total number of new zero-emission corporate vehicles that are, respectively, cars and vans, and that are registered by large undertakings in the Member State during each calendar year;

(c) the denominator for both targets shall be the total number of new corporate vehicles that are, respectively, cars and vans, and that are registered by large undertakings in the Member State during the same calendar year.

(a) the numerator for the targets for the combined shares of zero- and low-emission vehicles shall be the total combined number of new zero- and low-emission corporate vehicles that are, respectively, cars and vans, and that are registered by large undertakings in the Member State during each calendar year;

(b) the numerator for the minimum targets for zero-emission vehicles shall be the total number of new zero-emission corporate vehicles that are, respectively, cars and vans, and that are registered by large undertakings in the Member State during each calendar year;

(c) the denominator for both targets shall be the total number of new corporate vehicles that are, respectively, cars and vans, and that are registered by large undertakings in the Member State during the same calendar year.

#### Justification

*This amendment sets clear goals for Member States to avoid relying on only some urban and more developed Regions to make the transition towards green corporate fleets. It is clear that the transition needs to be done also in rural or less developed areas to be efficient and that not only Member States but also Regions can act in this matter. With this amendment Member States would need to make sure green corporate fleets are adopted coherently across their territory and develop specific policies and support mechanisms if it is not the case.*

**Amendment 60**  
**Julie Belloeil**  
on behalf of S&D

**Proposal for a regulation**  
**Article 3**

*Text proposed by the Commission*

1. Member States shall ensure that from 1 January 2030 :

a) the combined share of zero- and low-emission cars and vans in the total number of new corporate vehicles registered by large undertakings in their territory in each calendar year is at least equal to the combined targets for zero- and low-emission vehicles set in tables 1 and 2 in the Annex.

(b) the share of zero-emission cars and vans in the total number of new corporate vehicles registered by large undertakings in their territory in each calendar year is at least equal to the minimum targets for zero-emission vehicles set in tables 1 and 2 in the Annex.

2. For the purposes of monitoring the uptake of zero- and low-emission vehicles within the Union and calculating compliance with the national targets for cars set in Table 1 of the Annex, and for vans set in Table 2 of the Annex, the following rules shall apply:

(a) the numerator for the targets for the combined shares of zero- and low-emission vehicles shall be the total combined number of new zero- and low-emission corporate vehicles that are, respectively, cars and vans, and that are registered by large undertakings in the Member State during each calendar year;

*Amendment*

1. Member States shall ensure that from 1 January 2030: a) the combined share of zero- and low-emission cars and vans in the total number of new corporate vehicles registered by large undertakings in their territory in each calendar year is at least equal to the combined targets for zero- and low-emission vehicles set in tables 1 and 2 in the Annex. (b) the share of zero-emission cars and vans in the total number of new corporate vehicles registered by large undertakings in their territory in each calendar year is at least equal to the minimum targets for zero-emission vehicles set in tables 1 and 2 in the Annex.

**1a. Where a Member State demonstrates that the deployment of recharging infrastructure on its territory is below the mandatory targets set out in Regulation (EU) 2023/1804 (AFIR), the application of the national targets for corporate fleets shall be suspended for that Member State until the minimum infrastructure maturity is achieved.**

(b) the numerator for the minimum targets for zero-emission vehicles shall be the total number of new zero-emission corporate vehicles that are, respectively, cars and vans, and that are registered by large undertakings in the Member State during each calendar year;

(c) the denominator for both targets shall be the total number of new corporate vehicles that are, respectively, cars and vans, and that are registered by large undertakings in the Member State during the same calendar year.

**1b. For Member States whose territory is exclusively insular, an "insularity coefficient" shall be applied to adjust the national targets in order to reflect structural costs and the lack of rail alternatives, in accordance with Article 174 TFEU. This adjustment shall also account for the restricted availability of zero-emission vehicles in Right-HandDrive (RHD) markets.**

2. For the purposes of monitoring the uptake of zero- and low-emission vehicles within the Union and calculating compliance with the national targets for cars set in Table 1 of the Annex, and for vans set in Table 2 of the Annex, the following rules shall apply:

(a) the numerator for the targets for the combined shares of zero- and low- emission vehicles shall be the total combined number of new zero- and low- emission corporate vehicles that are, respectively, cars and vans, and that are registered by large undertakings in the Member State during each calendar year;

(b) the numerator for the minimum targets for zero-emission vehicles shall be the total number of new zero-emission corporate vehicles that are, respectively, cars and vans, and that are registered by large undertakings in the Member State during each calendar year;

(c) the denominator for both targets shall be the total number of new corporate vehicles that are, respectively, cars and vans, and that are registered by large undertakings in the Member State during the same calendar year.

## Justification

*The modulation of national targets must reflect the structural constraints of island Member States like Malta. In accordance with Article 174 TFEU, particular attention must be paid to island regions facing permanent natural and geographical handicaps. A robust GDP does not mitigate the absolute lack of rail alternatives, which results in a forced and incompressible modal dependence on road transport. Furthermore, being a Right-Hand Drive (RHD) market creates a significant technical barrier where economic indicators cannot compensate for the restricted availability of affordable EU-manufactured zero-emission vehicles compared to the continental market. Finally, the achievement of fleet targets is physically dependent on the roll-out of infrastructure; thus, a suspension clause linked to AFIR compliance is necessary to ensure that the regulation remains pragmatic and does not impose disproportionate geographical penalties on peripheral territories.*

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 61

GOUSSET

On behalf of EPP

### Proposal for a regulation

#### Article 3 paragraph 3 (new)

*Text proposed by the Commission*

*Amendment*

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3. The Commission shall establish a voluntary Union recognition scheme for undertakings that exceed their national targets for the share of zero and low-emission corporate vehicles, as referred to in paragraph 1, by a significant margin in a given calendar year. Undertakings meeting this criterion shall be awarded a "Clean Mobility Leader" label. That label shall: (a) recognise and promote best practices in the uptake of zero-emission vehicles; (b) enhance the visibility of leading undertakings across the Union; (c) support market-driven incentives by improving visibility vis-à-vis existing Union programmes related to fleet renewal and clean mobility (d) contribute to strengthening the competitiveness and innovation capacity of the Union's clean mobility ecosystem, including EU-based value chains and supporting the availability of zero-emission vehicles on the second-hand market. Participation in the scheme shall be voluntary and shall not create additional administrative burdens for Member States. The Commission shall adopt implementing acts to define the detailed criteria, including the threshold for qualification, and the procedures for awarding and monitoring the label.

## Justification

*This amendment introduces a market-based incentive mechanism complementing national targets without altering Member States' competences. By rewarding frontrunners, it accelerates the uptake of zero-emission vehicles in corporate fleets while strengthening the competitiveness of the EU automotive ecosystem. The voluntary nature of the scheme ensures proportionality and avoids additional administrative burdens, in line with Better Regulation principles.*

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 62

YACHIR

On behalf of EPP

### Proposal for a regulation

#### Article 3 – paragraph 3 (new)

*Text proposed by the Commission*

*Amendment*

3. Where a Member State demonstrates, in its national plan submitted pursuant to Article 6, that more than 30% of its territory qualifies as a sparsely populated area, and that the density of publicly accessible recharging points in those areas falls below 50% of the national average, that Member State may apply a differentiated calculation methodology for its national targets, whereby new corporate vehicle registrations originating from undertakings with their principal place of business in such areas shall be weighted at 0.5 for the purpose of the denominator referred to in Article 3(2)(c).

#### Justification

*National AFIR data tells us whether a Member State is on track overall, but it tells us nothing about what is happening in its rural areas. A country can meet its national charging infrastructure targets while leaving entire rural regions without a single publicly accessible recharging point.*

*Ireland is a clear example of this. Charging infrastructure is heavily concentrated in Dublin and Cork, while large parts of the country remain structurally undeserved. Large undertakings based in those areas are being asked to electrify their fleets under the same conditions as companies operating in well-connected urban centres, which is simply not realistic.*

*This amendment does not change the national target. It does not exempt anyone from the scope of the Regulation. It simply adjusts the way registrations from structurally undeserved areas counted in the compliance calculation, using EU classification frameworks to define eligibility in an objective and verifiable way.*

*The principle is straight forward : you cannot hold companies to a target that the available infrastructure makes impossible to meet. This amendment ensures that the Regulation remains credible and enforceable across all parts of the Union, and not just in its cities.*

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 63

TELLIER

On behalf of the Greens/EFA

### Proposal for a regulation

#### Article 3 - paragraph 3 (new)

*Text proposed by the Commission*

*Amendment*

3. Member States shall adopt differentiated national measures to encourage the uptake of zero-emission vehicles by SMEs, taking into account the specific financial constraints and operational needs of those enterprises. Such measures shall ensure that SMEs have access to dedicated financial support, including through the SMEs Clean Fleet Support Mechanism referred to in Article 7(4). The reporting obligations applicable to SMEs shall be simplified and proportionate to their size.

#### Justification

*The Regulation risks accelerating decarbonisation for large corporations alone. An effective and inclusive green transition cannot leave behind SMEs, which are already making genuine efforts to decarbonise their fleets. Their efforts must be acknowledged and supported. This paragraph ensures that Member States put in place measures tailored to the reality of smaller operators, guarantee their access to dedicated financial support, and apply proportionate reporting obligations.*

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 64 RAPPORTEUR

#### Proposal for a regulation Article 3 a NEW

*Text proposed by the Commission*

*Amendment*

##### Infrastructure conditionality

1. Where a Member State demonstrates, in the national plan submitted pursuant to Article 6, that the density of publicly accessible recharging points on its territory falls below the minimum distance-based targets applicable to that Member State under Regulation (EU) 2023/1804 of the European Parliament and of the Council<sup>1a</sup>, the Commission shall, by means of an implementing act adopted no later than three months after receiving that plan, reduce the national target applicable to that Member State for the following compliance year by a percentage proportional to the infrastructure shortfall, calculated in accordance with paragraph 2.
2. The percentage reduction referred to in paragraph 1 shall not exceed 20 percentage points of the applicable national target in any single compliance year and shall not apply for more than three consecutive years. Where a Member State benefits from a reduction under this Article, it shall include in its annual report under Article 6 a dedicated section setting out the measures taken to close the infrastructure gap and the timeline for doing so.

3. The Commission shall adopt the implementing acts referred to in paragraph 1 in accordance with the examination procedure referred to in Article 5(3). The Commission shall make publicly available the methodology used to calculate the infrastructure shortfall and the resulting target reduction.

4. A reduction granted under this Article shall lapse automatically once the Member State concerned demonstrates compliance with the applicable minimum targets under Regulation (EU) 2023/1804 in respect of publicly accessible recharging infrastructure.

1a Regulation (EU) 2023/1804 of the European Parliament and of the Council of 13 September 2023 on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU (OJ L

#### Justification

*Ambitious corporate fleet targets can only deliver their full decarbonisation potential if the recharging infrastructure is in place to support them. Where that infrastructure is demonstrably absent, as measured against the binding AFIR thresholds already in force, imposing the full national target risks placing large undertakings in a position where compliance is structurally impossible, undermining the credibility of the regulation and generating disproportionate compliance costs. This article provides a bounded, transparent adjustment mechanism directly linked to existing Union infrastructure obligations rather than to discretionary national assessments. The 20-percentage-point ceiling and three-year time limit ensure it cannot function as a permanent exemption. The automatic lapse in paragraph 4 creates a positive incentive for Member States to accelerate infrastructure deployment. The implementing act procedure ensures Commission oversight and comparability across Member States.*

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 65

DOUCET, BITRI

on behalf of Patriots for Europe

### Proposal for a regulation

#### Article 4 - paragraph 1

*Text proposed by the Commission*

As from two years before the date referred to in Article 3(1), Member States shall not provide any financial support for the purchase, lease, rent, hire-purchase, or operation of corporate cars and vans other than zero- or low-emission vehicles.

*Amendment*

1. As from **the end of the calendar year following the publishing of the report produced by the Commission under Article 7**, Member States shall not provide any financial support for the purchase, lease, rent, hire-purchase, or operation of corporate cars and vans other than zero- or low- emission vehicles **if and only if the Commission has demonstrated, in respect of concerned Member States, that: (a) No negative impact of this Regulation on the competitiveness of the Union's automotive sector including employment and investment in the supply chain has been observed. (b) The cost of electricity does not exceed 25 Purchasing Power Standards (PPS) per 100 kWh. (c) A satisfactory number of zero- and low-emission vehicles recharging points, to be determined by the Commission's report of Article 7, is met. Unless these conditions are met, Member States shall retain full discretion to extend financial support to any type of vehicles contributing to the Union's climate objectives in accordance with the principle of technological neutrality. Member States shall retain sovereign competence over the design and scope of national financial support schemes for corporate mobility pending the fulfilment of the aforementioned conditions.**

### *Justification*

*The date of entry into force of the ban on ICE vehicles subsidies shall be set at a point in time succeeding the review clause rather than preceding it, so that the end of subsidies does not compound eventual damages that European companies might suffer due to the content of this regulation. By shifting the entry into force of the aforementioned ban at the end of the year following a positive report issued by the Commission, the objective is to ensure that the end of such subsidies accelerates the transition once a solid base has already been established. Indeed, infrastructural conditionality avoids disproportionate constraints on companies in their path towards a fair and reasonable transition. In the same vein, taking the prices of electricity into account would ensure that the use of zero- and low-emission vehicles, made almost unavoidable by this regulation, does not come at too high a price for European consumers.*

*Finally, this modification avoids biasing the Commission's first report about the Regulation's impact: any effect resulting from the application of this Regulation could not be negatively distorted downwards by compounded effects generated by the ban on ICE subsidies.*

## Amendment 66

HEGE

on behalf of The European People's Party

### Proposal for a regulation

#### Article 4 - subparagraph 1

##### *Text proposed by the Commission*

As from two years before the date referred to in Article 3(1), Member States shall not provide any financial support for the purchase, lease, rent, hire-purchase, or operation of corporate cars and vans other than zero- or low-emission vehicles.

##### *Amendment*

As from two years before the date referred to in Article 3(1), Member States **shall direct** financial support for the purchase, lease, rent, hire-purchase, or operation of corporate cars and vans **that are zero- or low-emission vehicles. Member States may provide transitional support measures for other vehicle technologies where such measures are necessary and proportionate to support decarbonisation, technological neutrality and the orderly transition of the corporate vehicle market, provided that such support does not undermine the objectives of this Regulation. Member States shall include details of such financial support measures in their national plans pursuant to Article 6.**

##### *Justification*

*This amendment strengthens the Regulation by establishing a clear mandatory framework for directing public financial support to zero- and low-emission vehicles, while providing controlled flexibility for transitional technologies where infrastructure gaps or operational realities require a phased approach. This balanced approach delivers climate ambition, industrial competitiveness, and legal certainty for all Member States.*

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 67

**Kojine Amiet**

on behalf of ECR (European Conservatives and Reformists)

### Proposal for a regulation

#### Article 4 – paragraph 1

*Text proposed by the Commission*

*Amendment*

Financial support for corporate vehicles

As from two years before the date referred to in Article 3(1), Member States shall not provide any financial support for the purchase, lease, rent, hire-purchase, or operation of corporate cars and vans other than zero- or low-emission vehicles.

**Tax deduction and financial support for corporate vehicles, charging infrastructures and the automotive sector**

**By 2035**, Member States shall **progressively phase out financial supports** for the purchase, lease, rent, hire-purchase, or operation of corporate cars and vans other than zero- or low-emission vehicles.

**Amendment 68**

**Angèle Tellier**

on behalf of The Greens

**Proposal for a regulation**

**Article 4 – paragraph 1**

*Text proposed by the Commission*

As from two years before the date referred to in Article 3(1), Member States shall not provide any financial support for the purchase, lease, rent, hire-purchase, or operation of corporate cars and vans other than zero- *or low-* emission vehicles.

*Amendment*

As from two years before the date referred to in Article 3(1), Member States shall not provide any financial support for the purchase, lease, rent, hire-purchase, or operation of corporate cars and vans other than **zero-emission** vehicles.

*Justification*

*Extending financial support to low-emission vehicles — including plug-in hybrids — risks locking public funding into technologies that still rely on fossil fuels. This amendment ensures that public support is reserved exclusively for genuinely zero-emission vehicles, in line with the scientific imperative to eliminate, not merely reduce, transport emissions.*

**Amendment 69**  
**Kandhal Cassard**  
On behalf of EPP

**Proposal for a regulation**  
**Article 4 – paragraph 2**

*Text proposed by the Commission*

Without prejudice to Article 107 and 108 of the Treaty, as from two years before the date referred to in Article 3(1) Member States shall provide financial support for the uptake of corporate cars and vans only if the cars and vans are ‘made in the European Union.’

*Amendment*

Without prejudice to Article 107 and 108 of the Treaty, as from two years before the date referred to in Article 3(1) Member States shall provide financial support for the uptake of corporate cars and vans only if the cars and vans are ‘made in the European Union.’ **A Member State demonstrates that zero or low-emission vehicles meeting the ‘made in the European Union’ criterion, as defined pursuant to Article 4(3), represent less than 40% of vehicles available in a given vehicle segment at the time of purchase, financial support may temporarily be extended to zero or low-emission vehicles regardless of their origin, until such time as the availability threshold is met. Member States availing themselves of this derogation shall notify the Commission and include justification in their national plan pursuant to Article 6.**

*Justification :*

*The Made in EU conditionality for financial support, while legitimate in its industrial policy objective, risks creating market distortions in the short term, particularly in segments where EU-manufactured zero-emission vehicles remain scarce. Spain has a strong interest in the competitiveness of EU automotive production notably through its SEAT/CUPRA and Stellantis plants but also in ensuring that fleet operators, including SMEs acting as subcontractors to large undertakings, are not penalised for the unavailability of EU-made alternatives. This amendment introduces a safeguard clause conditioned on objective and verifiable market availability data, ensuring that financial support can fulfil its transition role without discrimination, while preserving the ultimate objective of strengthening European value chains. This approach is consistent for a smart industrial policy that does not sacrifice transition effectiveness for ideological rigidity.*

## Amendment 70

Andrea Picone, Emile Barnier

on behalf of Patriots for Europe

### Proposal for a regulation

#### Article 4 - paragraph 2

*Text proposed by the Commission*

Without prejudice to Article 107 and 108 of the Treaty, as from two years before the date referred to in Article 3(1) Member States **shall provide financial** support for the uptake of corporate cars and vans only if the cars and vans are ‘made in the European Union.’

*Amendment*

Without prejudice to Article 107 and 108 of the Treaty, as from two years before the date referred to in Article 3(1) **the Union shall supply** Member States **with the adequate financial means defined in the following paragraph to provide** support for the uptake of corporate cars and vans only if the cars and vans are ‘made in the European Union.’

#### *Justification*

*If electrification of corporate fleets needs to be pursued, the introduction of subsidies to clean corporate vehicles is indeed needed. Nonetheless, the amendment demands that financial room in the EU budget be found to provide such subsidies, without imposing financial burdens directly upon Member States.*

**Amendment 71**

**Angèle Tellier**

on behalf of the Greens/EFA

**Proposal for a regulation**

**Article 4 - subparagraph 2**

*Text proposed by the Commission*

Without prejudice to Article 107 and 108 of the Treaty, as from two years before the date referred to in Article 3(1) Member States shall provide financial support for the uptake of corporate cars and vans only if the cars and vans are ‘made in the European Union.’

*Amendment*

Without prejudice to Article 107 and 108 of the Treaty, as from two years before the date referred to in Article 3(1) Member States shall provide financial support for the uptake of corporate cars and vans **exclusively to SMEs as defined in Article 2(9) and** only if the cars and vans are ‘made in the European Union.’

*Justification*

*Redirecting public financial support exclusively to SMEs is consistent with the polluter-pays principle and the principle of proportionality: large undertakings have the financial capacity to meet fleet electrification costs without State aid, while SMEs face proportionately higher costs. This amendment ensures public money is targeted where it is most needed and supports SMEs' efforts.*

**Amendment 72**

**Andrea Picone, Emile Barnier**  
on behalf of Patriots for Europe

**Proposal for a regulation**

**Article 4 - paragraph 2.1 (new)**

*Text proposed by the Commission*

*Amendment*

**2.1 On the Union's financial support for the clean corporate vehicles transition:**

**(a) Pursuing the objectives set out in Article 4 paragraph 2 and in order to support Member States in meeting the national targets set out in the Annex, the Commission shall, within twelve months of the entry into force of this Regulation, identify the existing Union financial instruments and programmes available to support the transition to zero- and low-emission corporate vehicles large underta by Commission shall communicate its findings to the European Parliament and to the Council.**

**(b) The Commission shall provide technical assistance to Member States and large undertakings in accessing the instruments referred to in paragraph a., with particular attention to Member States' administrative capacity.**

**(c) As part of the review referred to in Article 7, the Commission shall additionally assess the Union financial support mobilised under this Article and identify any funding gaps between the**

**resources made available and the investment needs associated with meeting the national targets. Where such gaps are identified, the Commission shall accompany its review report with a proposal for additional financing measures.**

*Justification*

*a. circumnavigates any legal obstacle related to the creation of new own-resources by the Union. It specifies that the Commission shall identify and designate already existing financial instruments and programmes available to the Union. b. subsequently builds on the previous paragraph, imposing upon the Commission (and thus the Union) the obligation not only to find the needed financial support, but also to help to access such support. This seeks to avoid excessive administrative burdens falling on Member States or undertakings. Finally, c. ensures that the Commission evaluates the sufficiency of the financial support made available and, if that is not the case, provides for additional financing measures to adjust and effectively support the transition.*

## REPLACED BY COMPROMISE AMENDMENT

**Amendment 73**  
**Anouck Guillard**  
on behalf of S&D

### **Proposal for a regulation** **Article 4 subparagraph 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.

#### *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.

**A vehicle shall be considered ‘made in the European Union’ where: (a) the final assembly of the vehicle takes place in a Member State; (b) at least 65% of the total number of components, including the vehicle’s battery cell, battery module, electric drive system and powertrain, originates in the Union; and (c) the manufacturer demonstrates compliance with Union environmental, labour and state aid rules applicable to the production process. (d) Manufacturers may be able to not meet those requirements if their application :**

**1) would lead to significant delays due to the unavailability of the required components or final products.**

**Estimated delays in excess of nine months, based on objective, transparent and verifiable data, may be presumed to be significant;**

**2) would incur disproportionate costs. Disproportionate costs shall be presumed to exist where, based on objective, transparent and verifiable data, compliance would increase the cost of the underlying final product or technology by more than 60%.**

**That methodology shall be strictly limited to setting out the technical measurement rules for those criteria. The delegated act shall not modify or supplement any of those criteria. The Commission shall adopt that delegated act no later than nine months after the entry into force of this Regulation, pending the adoption of the methodology, the Member States shall apply the criteria set out in this paragraph.**

*Justification*

*The industrial competitiveness is to be protected at the European level to be able to face the unequal concurrence of the Chinese and American productions. In order to make this text a means of action not only for the environment but also a tool of the European manufacturers, we need to have a strict and ambitious vision of the “made in the European union” clause. However, our amendment is also realistic, as it contains some clauses of exception regarding the time and cost of a such european production*

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 74 Rapporteur

#### Proposal for a regulation Article 4 – paragraph 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.

##### *Amendment*

The Commission shall be empowered to adopt a delegated act in accordance with Article 5 to supplement this Regulation by establishing a methodology for determining whether a car or van is to be considered ‘made in the European Union. **A vehicle shall be considered ‘made in the European Union’ where: (a) the final assembly of the vehicle takes place in a Member State; (b) at least 55% of the total value of components, including the vehicle’s battery cell, battery module, electric drive system and powertrain, originates in the Union; and (c) the manufacturer demonstrates compliance with Union environmental, labour and state aid rules applicable to the production process. That methodology shall be strictly limited to setting out the technical measurement rules for those criteria. The delegated act shall not modify or supplement any of those criteria. The Commission shall adopt that delegated act no later than twelve months after the entry into force of this Regulation, pending the adoption of the methodology, the Member States shall apply the criteria set out in this paragraph.**

##### *Justification*

*The Commission text conferred an open-ended power to define ‘made in the European Union’ criteria through delegated acts. This amendment establishes the essential criteria directly in the regulation, limiting the delegation strictly to technical measurement rules, setting a mandatory twelve-month adoption deadline, and providing a direct application fallback if the Commission fails to act, ensuring the ‘made in the European Union’ conditionality is operational and enforceable from the outset.*

## Amendment 75

**GARDETTE**

on behalf of ECR (European Conservatives and Reformists)

### Proposal for a regulation

#### Article 4 - paragraph 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.

##### *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. **Cars and vans shall be considered ‘made in the European Union’ where: (a) the manufacturer demonstrates compliance with Union environmental, labor and state rules applicable to the production process; and (b) the final assembly of the vehicle takes place within the Union; and (c) at least 40% of the final value of the vehicle was added inside of the Union. The methodology to be set up by the Commission shall be strictly limited to setting out the technical measurement rules for those criteria. The delegated act shall not modify or supplement any of those criteria. The Commission shall adopt that delegated act no later than twelve months after the entry into force of this Regulation, pending the adoption of the methodology, the provisions in this Regulation dependent on the attribution of the label are not to be applied.**

### *Justification*

*First, as the objective of requirement (b) is to promote assembly inside of the EU, it appears more relevant not to limit the assembly in a single Member State but to consider assembly in the EU territory at large. Indeed, as the completion of the internal market is one of the long lasting goals of the Union, it would be counter-productive to grant the label only to those companies operating within a single Member State. Indeed a larger phrasing allows to account for assembly processes spread across various Member States in the case of transnational firms.*

*Second, this amendment introduces a value-added approach as the relevant metric to assess the European dimension of a vehicle's production process. Unlike a component-origin threshold, a value-added criterion more accurately reflects the economic contribution made within the Union, capturing manufacturing expertise and labour input. This approach also avoids the mandatory inclusion of specific components such as battery cells or electric drivetrains, which risks distorting the assessment in favour of a particular technological pathway and penalising manufacturers engaged in diversified or transitional production models. A threshold of 40% of value added within the Union is calibrated to reflect the actual industrial reality of the European automotive sector, and is furthermore consistent with value-added thresholds commonly used in international trade law. Setting the threshold at 50% or above would render the label structurally unattainable for a significant share of European manufacturers, given the current fragmentation of supply chains and continued dependence on non-EU components, particularly in the battery segment.*

*Third, the original text provides that Member States shall apply the criteria set out in the Regulation during the interim period, which risks generating divergent national interpretations in the absence of a common methodology. It is therefore more legally sound and administratively coherent to suspend the application of provisions dependent on the label until the methodology for its calculation has formally been adopted. This approach ensures the general principle of legal certainty which is a foundational principle of Union law.*

## Amendment 76

Margot Vanduynslager, Anne-Cécile Duponteil

on behalf of Europe of Sovereign Nations

### Proposal for a regulation

#### Article 4 - paragraph

##### *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.

##### *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. ***Cars and vans shall be considered ‘made in the European Union’ where:***

- (a) the manufacturer demonstrates compliance with Union environmental, labor and state rules applicable to the production process; and***
- (b) one of the following criteria is met:***
  - (i) the final assembly of the vehicle takes place within the Union; or***
  - (ii) at least 35% of the final value of the vehicle was added inside of the Union.***

***The methodology to be set up by the Commission shall be strictly limited to setting out the technical measurement rules for those criteria. The delegated act shall not modify or supplement any of those criteria. The Commission shall adopt that delegated act no later than twelve months after the entry into force of this Regulation, pending the adoption of the methodology, the provisions in this Regulation dependent on the attribution of the label are not to be applied.***

## Justification

*First, when compliance with the legislative framework in vigour is a sine qua non condition for the granting of the label, this amendment introduces additional flexibility for the automotive industries to adapt their activities by making condition (i) and (ii) alternative conditions to be granted the label. Indeed, and at least in a preliminary phase of the implementation of these label requirements, it appears essential to provide full-flexibility for industrial actors to engage in a transition towards more EU production by providing alternative pathways to label attainment. This is especially important as to provide the possibility for companies specialised in assembly or in transformation of vehicle components to be subjected to the scheme without being penalised for having a specialised activity in the automotive industry.*

*Second, as the objective of requirement (i) is to promote assembly inside of the EU, it appears more relevant not to limit the assembly in a single Member State but to consider assembly in the EU territory at large. Indeed, as the completion of the internal market is one of the long lasting goals of the Union, it would be counter-productive to grant the label only to those companies operating within a single Member State. Indeed a larger phrasing allows to account for assembly processes spread across various Member States in the case of transnational firms.*

*Third, this amendment introduces a value-added approach as the relevant metric to assess the European dimension of a vehicle's production process. Unlike a component-origin threshold, a value-added criterion more accurately reflects the economic contribution made within the Union, capturing manufacturing expertise and labour input. This approach also avoids the mandatory inclusion of specific components such as battery cells or electric drivetrains, which risks distorting the assessment in favour of a particular technological pathway and penalising manufacturers engaged in diversified or transitional production models. A threshold of 35% of value added within the Union is calibrated to reflect the actual industrial reality of the European automotive sector, and is furthermore consistent with value-added thresholds commonly used in international trade law. Setting the threshold at 50% or above would render the label structurally unattainable for a significant share of European manufacturers, given the current fragmentation of supply chains and continued dependence on non-EU components, particularly in the battery segment.*

*Fourth, the original text provides that Member States shall apply the criteria set out in the Regulation during the interim period, which risks generating divergent national interpretations in the absence of a common methodology. It is therefore more legally sound and administratively coherent to suspend the application of provisions dependent on the label until the methodology for its calculation has formally been adopted. This approach ensures the general principle of legal certainty which is a foundational principle of Union law.*

**Amendment 77**  
**Mathias Ferrand**  
on behalf of EPP

**Proposal for a regulation**  
**Article 4 - subparagraph 4 (new)**

*Text proposed by the Commission*

*Amendment*

In implementing this Regulation, Member States shall take into account the principle of technological neutrality and may include, in their national plans, measures supporting the use of sustainable biofuels and other renewable fuels as part of the transition towards lower-emission corporate fleets.

*Justification*

*This amendment complements Article 4 by ensuring that the implementation of the Regulation remains consistent with the principle of technological neutrality. It clarifies that, when preparing their national plans, Member States may support the use of sustainable biofuels and other renewable fuels where these contribute to the decarbonisation of corporate fleets.*

## REPLACED BY COMPROMISE AMENDMENT

**Amendment 78**  
**Anouck Guillard**  
on behalf of S&D

**Proposal for a regulation**  
**Article 5 (new)**

*Text proposed by the Commission*

*Amendment*

**From six months after entry into force, when issuing a vehicle's certificate of conformity in accordance with Articles 36 and 37 of Regulation (EU) 2018/858, for vehicles in compliance with the relevant "Made in the European union" requirements, manufacturers shall provide an accompanying document certifying the compliance of the vehicle.**

*Justification*

*In order to avoid any confusion on the application and respect of the "made in the European union" clause, this certification will enable corporations to make a clear choice in the vehicles they will buy. This "made in the European union" mention is a strong tool for the EU to foster its competitiveness and protect its own vehicle industry.*

**Amendment 79**  
**Rapporteur**

**Proposal for a regulation**  
**Article 5 - paragraph 1**

*Text proposed by the Commission*

1. The power to adopt *delegated acts* is conferred to the Commission subject to the conditions laid down in this Article.

*Amendment*

The power to adopt *the delegated act referred to in the third subparagraph of Article 4* is conferred on the Commission subject to the conditions laid down in this Article, strictly within the scope and parameters established by the subparagraph 3.

## REPLACED BY COMPROMISE AMENDMENT

**Amendment 80**  
**Rapporteur**

**Proposal for a regulation**  
**Article 5 – paragraph 1 a (new)**

*Text proposed by the Commission*

*Amendment*

**(1a) The scope of the delegation conferred by the third subparagraph of Article 4 is strictly limited to the establishment of technical measurement rules for the criteria set out in that subparagraph. The Commission shall not use that delegation to modify, add to, or derogate from any of those criteria. Any delegated act that purports to do so shall be considered to exceed the scope of the delegation and may be revoked pursuant to paragraph 3 of this Article.**

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 81 Rapporteur

#### Proposal for a regulation Article 5 – paragraph 2

##### *Text proposed by the Commission*

**2. referred to in Article 5(3) shall be conferred on the Commission for an indeterminate period of time from [OP insert date = the date of entry into force of this Regulation).**

##### *Amendment*

**2. The power to adopt *the delegated act referred to in the third subparagraph of Article 4 shall be conferred on the Commission for a period of five years from [OP insert date = the date of entry into force of this Regulation]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period. The Commission shall adopt the delegated act no later than twelve months after the entry into force of this Regulation.***

##### *Justification*

*This amendment replaces the indeterminate duration of the delegation with a five-year renewable period subject to Parliamentary and Council oversight, consistent with better law-making principles and Article 290 TFEU, and adds a mandatory twelve-month adoption deadline to ensure the 'made in the European Union' conditionality in Article 4 is operational from the outset.*

## Amendment 82

Andrea Picone

on behalf of Patriots for Europe

### Proposal for a regulation

#### Article 6

##### *Text proposed by the Commission*

**By 28 February 2028**, and every two years thereafter, each Member State shall submit to the Commission a national plan describing the measures it has in place and the measures that it plans to implement in order to achieve the national targets set out in the Annex of this Regulation.

By 28 February **2031**, and every year thereafter, each Member State shall determine and transmit to the Commission the total number of new corporate vehicles registered by large undertakings in its territory during the preceding calendar year, split into cars and vans, and the share of zero- and low-emission vehicles in each of those categories.

##### *Amendment*

By the end of the second calendar year preceding the date referred to in Article 3(1) and every two years thereafter, each

Member State shall submit to the Commission shall redact national plans describing the measures Member States have in place and the measures that it plans to implement in order to achieve the national targets set out in the Annex of this Regulation.

**By 28 February of the calendar year following the date referred to in Article 3(1)**, and every year thereafter, each Member State shall determine and transmit to the Commission the total number of new corporate vehicles registered by large undertakings in its territory during the preceding calendar year, split into cars and vans, and the share of zero- and low-emission vehicles in each of those categories. **Member States shall fulfil this obligation exclusively on the basis of data already collected under their national vehicle registration systems, cross-referenced where necessary with national business or fiscal registries. No additional data collection obligation shall be imposed on large undertakings for the sole purpose of compliance with this Article.**

##### *Justification*

*This amendment once again aims at adapting the deadlines of national reporting obligations to a flexible definition of the date of entry into force of the objectives set out in Article 3(1) of this proposal. Moreover, the amendment explicits the need to avoid additional administrative burdens falling on companies, by precisely delineating the sources and actors involved in data collection.*

**Proposal for a regulation**  
**Article 6**

*Text proposed by the Commission*

By 28 February 2028, and every two years thereafter, each Member State shall submit to the Commission a national plan describing the measures it has in place and the measures that it plans to implement in order to achieve the national targets set out in the Annex of this Regulation. By 28 February 2031, and every year thereafter, each Member State shall determine and transmit to the Commission the total number of new corporate vehicles registered by large undertakings in its territory during the preceding calendar year, split into cars and vans, and the share of zero- and low-emission vehicles in each of those categories.

*Amendment*

By 28 February 2028, and every two years thereafter, each Member State shall submit to the Commission a national plan describing the measures it has in place and the measures that it plans to implement in order to achieve the national targets set out in the Annex of this Regulation.

- (a) Member states shall report on the deployment of charging infrastructure supporting the uptake of zero-emission vehicles in corporate fleets, including publicly accessible, depot and workplace charging points, as well as the timelines for grid connection.**
- (b) Member States shall also report on measures taken to support workers and regions affected by the transition towards zero and low-emission corporate fleets, including reskilling, upskilling and vocational training initiatives for workers in the automotive sector.**

By 28 February 2031, and every year thereafter, each Member State shall determine and transmit to the Commission the total number of new corporate vehicles registered by large undertakings in its territory during the preceding calendar year, split into cars and vans, and the share of zero and low-emission vehicles in each of those categories.

**(a) The Commission shall make the data reported by Member States publicly available in a transparent and accessible format in order to facilitate public scrutiny and the monitoring of progress towards the objectives of this Regulation**

**On the basis of the information provided by Member States, the Commission shall assess the effectiveness of the measures implemented and may propose additional measures where progress towards the targets is insufficient**

#### *Justification*

*Paragraph 1 (a) Tracking depot and workplace charging, as well as grid connection timelines, ensures that potential bottlenecks can be identified early and addressed efficiently. This improves the overall effectiveness of the regulation without introducing additional substantive obligations.*

*(b) the amendment seeks to integrate the social dimension of the transition, ensuring that the shift towards clean mobility is assessed not only in environmental terms but also with regard to its socio-economic status.*

*Paragraph 2 (a) It aims to enhance transparency and accountability by enabling citizens and civil society organisations to effectively monitor the progress of the transition.*

*Paragraph 3 (new) this provision ensures that the reporting mechanism is coupled with appropriate policy follow up and empowers the Commission to take corrective measures where member States are not on track to meet the established objectives.*

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 84

Angèle Tellier

on behalf of The Greens

### Proposal for a regulation

#### Article 6 - paragraph 1

##### *Text proposed by the Commission*

By 28 February 2028, and every two years thereafter, each Member State shall submit to the Commission a national plan describing the measures it has in place and the measures that it plans to implement in order to achieve the national targets set out in the Annex of this Regulation.

##### *Amendment*

1. By 28 February 2028, and every two years thereafter, each Member State shall submit to the Commission a national plan describing the measures it has in place and the measures that it plans to implement in order to achieve the national targets set out in the Annex of this Regulation. **The national plan shall also include a dedicated section describing the measures that the Member State has in place or plans to implement to support SMEs in transitioning to zero- and low-emission corporate vehicles and an assessment of the specific barriers faced by SMEs in its territory in accessing zero-emission vehicles.**

##### *Justification*

*Effective monitoring of corporate fleet decarbonisation must extend beyond large undertakings if the Commission is to have a complete and accurate picture of progress across the Union. Requiring Member States to report on SME fleet registrations alongside those of large undertakings, and to include SME support measures in their national plans, serves two complementary purposes. First, it ensures that the specific barriers faced by SMEs are identified and addressed at national level, with dedicated measures that are transparent and reviewable at Union level. Second, it builds the evidence base that the Commission will need when carrying out the review provided for in Article 7, in order to assess whether the scope of the national targets should be extended to SMEs. The explicit clarification that SME data is collected for monitoring and review purposes only — and not for compliance assessment — ensures that this obligation is proportionate and does not impose premature regulatory burdens on smaller operators.*

**Amendment 85**

**Angèle Tellier**

on behalf of The Greens

**Proposal for a regulation**

**Article 6 - paragraph 2**

*Text proposed by the Commission*

By 28 February 2031, and every year thereafter, each Member State shall determine and transmit to the Commission the total number of new corporate vehicles registered by large undertakings in its territory during the preceding calendar year, split into cars and vans, and the share of zero- and low-emission vehicles in each of those categories.

*Amendment*

By 28 February 2031, and every year thereafter, each Member State shall determine and transmit to the Commission the total number of new corporate vehicles registered by large undertakings in its territory during the preceding calendar year, split into cars and vans, and the share of zero- and low-emission vehicles in each of those categories. **Each Member State shall also transmit to the Commission, for information and monitoring purposes, the total number of new corporate vehicles registered by SMEs in its territory during the preceding calendar year, split into cars and vans, and the share of zero- and low-emission vehicles in each of those categories, based on data extracted from national vehicle registries or any other relevant sources of information such as fiscal databases and registries. This data shall not be used to assess compliance with the national targets set out in the Annex but shall serve as an evidence base to monitor the overall progress of SME fleet decarbonisation across the Union and to inform the review provided for in Article 7 (new).**

*Justification*

*(See amendment 26 on Article 6 - paragraph 1 for justification)*

**Amendment 86**  
**Rapporteur**

**Proposal for a regulation**  
**Article 6 – subparagraph 2 a (new)**

*Text proposed by the Commission*

*Amendment*

**The Commission shall make that data publicly available and transmit a summary report to the European Parliament and to the Council by 30 June of each year, highlighting Member States' progress towards the national targets set out in the Annex.**

**Amendment 87**  
**Rapporteur**

**Proposal for a regulation**  
**Article 6 – paragraph 3 (new)**

*Text proposed by the Commission*

*Amendment*

**The Commission shall assess the consistency and completeness of the data transmitted by Member States and may request clarification or additional information where data appears incomplete or inconsistent with other available sources, including vehicle registration databases maintained at Union level.**

**Amendment 88**  
**Gabriel Hautdidier**  
on behalf of The Greens

**Proposal for a regulation**  
**Article 6 - Paragraph 3 (new)**

*Text proposed by the Commission*

*Amendment*

**By March 31 2028 and every two years thereafter the Commission shall transmit the national plans submitted by the Member States to the European Parliament. The Commission shall also transmit to the Parliament a document detailing its prospects on the attainment of the targets at the Union level of 75% of zero-emission cars and 65% of zero-emission vans among new registrations of vehicles of these two respective categories by large undertakings.**

*Justification*

*The purpose of this amendment is to provide the Parliament with the necessary information to assess the compliance with the targets set in the Preamble.*

**Amendment 89**  
**Ivan Berard**  
on behalf of S&D

**Proposal for a regulation**  
**Article 6 – paragraph 3 (new)**

*Text proposed by the Commission*

*Amendment*

4. Member States shall take appropriate measures to ensure that zero and low-emission vehicles originating from corporate fleets and benefiting from public financial support are effectively made available to the Union's internal second-hand market, in particular in Member States with lower levels of purchasing power.

To that end, Member States may introduce proportionate safeguards to limit the immediate export of such vehicles outside the Union or to ensure their prioritised availability within the internal market, while fully respecting the principles of the internal market and the free movement of goods.

The Commission shall assess the impact of cross-border flows of second-hand zero- and low-emission vehicles on market accessibility and cohesion across Member States in the review referred to in Article 7.

*Justification*

*Cross-border flows of second-hand vehicles may limit the availability of affordable zero- and low-emission vehicles in certain Member States, in particular those with lower purchasing power. This amendment ensures that publicly supported corporate fleets effectively contribute to the development of a balanced and accessible second-hand market across the Union, while respecting internal market principles and avoiding disproportionate restrictions.*

## REPLACED BY COMPROMISE AMENDMENT

**Amendment 90**  
**Rapporteur**

**Proposal for a regulation**  
**Article 6 a (new)**

*Text proposed by the Commission*

*Amendment*

### *Article 6a*

#### *Second-hand market accessibility*

- 1. Member States shall include in the national plans referred to in Article 6 an assessment of measures in place or planned to ensure that the transition towards zero- and low-emission corporate vehicles contributes to affordable access to zero- and low-emission mobility for lower-income households, workers dependent on personal vehicles for commuting, and SMEs. That assessment shall cover availability and pricing trends of zero- and low-emission vehicles in the second-hand market, relevant national fiscal or financial support measures, and the adequacy of publicly accessible recharging infrastructure in areas where lower-income households are disproportionately concentrated.*
- 2. Member States shall report to the Commission annually on developments in their second-hand markets for zero- and low-emission vehicles as part of the reporting obligations set out in Article 6.*
- 3. The Commission shall include in the review referred to in Article 7 an assessment of second-hand market accessibility and affordability for lower-income households and SMEs across the Union, and shall consider accompanying measures where it identifies persistent affordability barriers.*

Or. en

### *Justification*

*This new article gives it operative effect through three lean obligations: a national plan assessment, an annual reporting requirement building on the existing Article 6 cycle, and a Commission review obligation. The structure avoids creating new administrative processes and respects the principle of subsidiarity under Article 5 TEU by leaving the choice of national measures to Member States. Paragraph 3 provides a proportionate escalation mechanism without prescribing the form of any Commission response.*

**Proposal for a regulation**  
**Article 6 b (new)**

*Text proposed by the Commission*

*Amendment*

**Article 6b**

***Non-compliance and remediation***

***1. Where the data reported by a Member State under Article 6 indicates that one or more large undertakings established on its territory have failed to meet the applicable annual share of zero- and low-emission vehicles in new registrations by a margin exceeding five percentage points of the target set out in the Annex, the competent authority of that Member State shall notify the undertaking concerned within 60 days of receipt of the Commission's annual summary report referred to in Article 6.***

***2. An undertaking that receives a notification pursuant to paragraph 1 shall submit a remediation plan to the competent authority within six months. The remediation plan shall set out the specific measures the undertaking intends to take to achieve compliance with the applicable target within the following compliance year, including procurement commitments, leasing contract modifications, and any operational or financial constraints that have contributed to the shortfall.***

**3. The competent authority shall assess the remediation plan and notify the undertaking of its findings within 90 days. Where the competent authority considers the plan insufficient, it may require the undertaking to revise it within 30 days. Member States shall lay down the rules on penalties applicable to undertakings that fail to submit a remediation plan within the period referred to in paragraph 2, or that fail to implement an approved plan, and shall take all measures necessary to ensure that those rules are implemented. The penalties provided shall be effective, proportionate and dissuasive.**

**4. Member States shall report to the Commission annually on the number of notifications issued under paragraph 1, the remediation plans received, and the outcomes of the assessments carried out under paragraph 3. The Commission shall include a summary of those reports in the annual publication referred to in Article 6.**

Or. en

#### *Justification*

*Without an enforcement mechanism, this regulation relies entirely on Member States to impose consequences for non-compliance under national law, which creates an uneven level playing field across the single market and allows systematic underperformance to go unaddressed. This article establishes a proportionate, graduated response to non-compliance that avoids the political difficulty of Union-level financial penalties while still creating binding procedural obligations. The five-percentage-point tolerance in paragraph 1 ensures that minor shortfalls attributable to market disruptions or supply constraints do not trigger the mechanism. The six-month remediation plan requirement in paragraph 2 gives undertakings a structured opportunity to demonstrate good faith and set out genuine corrective action. Paragraph 3 preserves Member State competence to determine the nature and level of penalties, consistent with the principle of subsidiarity under Article 5 TEU, while requiring that those penalties be effective, proportionate and dissuasive, language drawn directly from the enforcement provisions of the Consumer Rights Directive and the AFIR Regulation. Paragraph 4 closes the transparency loop by requiring Member States to report on enforcement outcomes, enabling the Commission to identify systemic non-compliance across the single market.*

## REPLACED BY COMPROMISE AMENDMENT

Amendment 92  
Rapporteur

### Proposal for a regulation Article 7

*Text proposed by the Commission*

By 31 December 2032, the Commission shall review this Regulation ***and, where appropriate, submit a legislative proposal for its amendment, including for the setting of targets for the share of zero- and low-emission vehicles for the period after 2035.***

*Amendment*

By 31 December 2032, the Commission shall review this Regulation, ***submit a report on its findings to the European Parliament and to the Council, and present a legislative proposal for the amendment of this Regulation, including for the setting of targets for the share of zero- and low-emission vehicles for the period after 2035, unless the Commission concludes in that report, with detailed justification, that such a proposal is not necessary. That report shall assess the extent to which the targets set out in the Annex have been met, the impact of this Regulation on the competitiveness of the Union's automotive sector including employment and investment in the supply chain, the availability and affordability of zero- and low-emission vehicles across all market segments, the pace of deployment of recharging infrastructure across the Union, and the contribution of this Regulation to improvements in air quality. That review shall also cover the interaction of this Regulation with other relevant Union legal acts, in particular Regulation (EU) 2019/631. The European Parliament and the Council shall examine***  
***the accompanying and any legislative proposal in accordance with the ordinary legislative procedure. The Commission shall make use of the Sustainable Transport Forum to collect information in view of the review, and to support stakeholders and Member States in putting in place measures to meet the targets and to discuss follow-up initiatives.***

### *Justification*

*The Commission text gave the Commission full discretion over whether to propose a revision following the 2032 review. This amendment strengthens Parliamentary oversight by requiring the Commission to formally report to Parliament and the Council, reversing the burden of proof on legislative proposals, and broadening the review criteria to include employment, supply chain impacts, vehicle affordability, infrastructure deployment and air quality, ensuring a comprehensive and accountable review process consistent with Parliament's role as co-legislator.*

## **Amendment 93**

**Titouan Augié, Andrea Picone**

on behalf of Patriots for Europe

### **Proposal for a regulation**

#### **Article 7**

##### *Text proposed by the Commission*

By 31 December 2032, the Commission shall review this Regulation and, where appropriate, submit a legislative proposal for its amendment, including for the setting of targets for the share of zero- and low-emission vehicles for the period after 2035.

##### *Amendment*

**By the end of the calendar year following the date referred to in Article 3(1), the Commission shall review this Regulation and assess in particular:**

**(a) the availability and density of publicly accessible recharging infrastructure across Member States and the extent to which infrastructure disparities have been addressed;**  
**(b) the actual share of zero- and low-emission corporate vehicles taken up by large undertakings and th**

**e lack of negative impacts on SMEs;**

**(c) the energy prices and grid capacity in each Member State; (d) the competitiveness of the Union automotive sector in global markets. The Commission shall send a complete report on its findings to the European Parliament and to the Council. Where the assessment under this paragraph demonstrates that the conditions necessary for proportionate implementation are not met in a majority of Member States, the Commission shall submit a legislative proposal to revise the targets set out in the Annex before the end of the second calendar year following the date referred to in Article 3(1).**

## *Justification*

*The review clause as proposed, set for 31 December 2032, would allow the Commission to assess this Regulation only two years after its targets enter into force. This could cause significant and potentially irreversible damage to the European automotive industry, its supply chains and its workforce as shortcomings or inadequacy may already have occurred. As the premise underlying this regulation rests, up to a certain extent, on ideologised and unpractical assumptions, this amendment ensures Parliamentary and Council independent scrutiny before they bind Member States and economic operators. Setting stricter requirements for the review of the Commission, this amendment will enable the reassessment of the Regulation in light of the evolving market conditions, its impact on European manufacturers, the state of charging infrastructure, the evolution of the global trade dynamics and the eventual genuine contribution of the fleet electrification to the improvement of air quality or global emissions balances. Moreover, this version would preserve flexibility in case Parliament decided to push for amendments changing the dates related to the entry into force of the target shares of green corporate vehicles referred to in Article 3(1). It thus adapts the review date to any possible date it might be chosen to be the best for the entry into force of such objectives.*

**Amendment 94**

**Angèle Tellier**

on behalf of The Greens

**Proposal for a regulation**

**Article 7 - paragraph 1**

*Text proposed by the Commission*

1. By 31 December 2032, the Commission shall review this Regulation and, where appropriate, submit a legislative proposal for its amendment, including for the setting of targets for the share of zero- and low-emission vehicles for the period after 2035.

*Amendment*

1. By 31 December 2032, the Commission shall review this Regulation and, where appropriate, submit a legislative proposal for its amendment, including for the setting of targets for the share of zero- and low-emission vehicles for the period after 2035. **The review shall be based on the data reported pursuant to Article 6.**

## REPLACED BY COMPROMISE AMENDMENT

### Amendment 95

Angèle Tellier

on behalf of The Greens

### Proposal for a regulation

#### Article 7 - paragraph 2 (new)

*Text proposed by the Commission*

*Amendment*

**2. In carrying out the review referred to in paragraph 1, the Commission shall specifically assess the feasibility and appropriateness of extending the scope of the national targets to SMEs, taking into account market developments, the accessibility and affordability of zero-emission vehicles for smaller operators, the effectiveness of the SMEs Clean Fleet Support Mechanism established under Article 7(4), and the specific operational and financial constraints faced by SMEs. The Commission shall also take into account the objective of climate neutrality by 2050 set under the Green Deal, the latest scientific evidence on climate change, including the degree of global warming recorded relative to pre-industrial levels and the remaining carbon budget compatible with limiting warming to 1.5°C in accordance with the Paris Agreement. Where that assessment confirms feasibility, the Commission shall include in its legislative proposal provisions to bring SMEs within the scope of this Regulation, with differentiated targets and adequate support measures adapted to their size and financial capacity.**

### *Justification*

*The current review clause limits the Commission's assessment to the period after 2035 and makes no reference to SMEs, despite the fact that SMEs represent 99% of Union businesses and collectively operate a substantial share of corporate vehicles. This amendment ensures that the review is comprehensive and forward-looking, by explicitly requiring the Commission to assess the feasibility of extending the national targets to SMEs on the basis of the monitoring data collected pursuant to Article 6. Tying the SME inclusion assessment to concrete evidence — market developments, affordability, effectiveness of the support mechanism — ensures that any future extension of the scope is grounded in robust data rather than political assumptions. The reference to differentiated targets and adapted support measures signals that SME inclusion, when it comes, will be proportionate and accompanied by the necessary enabling conditions, addressing concerns about regulatory burden on smaller operators.*

**Amendment 96**  
**Gabriel Hautdidier**  
on behalf of The Greens

**Proposal for a regulation**  
**Annex 1**

*Text proposed by the Commission*

Table 1: Minimum targets for the share of zero emission vehicles **and targets for the combined shares of zero- and low-emission vehicles** in yearly newregistrationsof corporate cars by large undertakings

| Member State | <b>Target for the combined shares of zero- and low emission vehicles, from 2030</b> | Minimum target for the share of zero-emission vehicles, from 2030 | <b>Target for the combined shares of zero- and low emission vehicles, from 2035</b> | Minimum target for the share of zero-emission vehicles, from 2035 |
|--------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------|
| Austria      | <b>90%</b>                                                                          | <b>58%</b>                                                        | <b>95%</b>                                                                          | <b>95%</b>                                                        |
| Belgium      | <b>90%</b>                                                                          | <b>58%</b>                                                        | <b>95%</b>                                                                          | <b>95%</b>                                                        |
| Bulgaria     | <b>48%</b>                                                                          | <b>31%</b>                                                        | <b>67%</b>                                                                          | <b>56%</b>                                                        |
| Croatia      | <b>48%</b>                                                                          | <b>31%</b>                                                        | <b>67%</b>                                                                          | <b>56%</b>                                                        |
| Cyprus       | <b>55%</b>                                                                          | <b>36%</b>                                                        | <b>76%</b>                                                                          | <b>64%</b>                                                        |
| Czechia      | <b>55%</b>                                                                          | <b>36%</b>                                                        | <b>76%</b>                                                                          | <b>64%</b>                                                        |
| Denmark      | <b>90%</b>                                                                          | <b>58%</b>                                                        | <b>95%</b>                                                                          | <b>95%</b>                                                        |
| Estonia      | <b>55%</b>                                                                          | <b>36%</b>                                                        | <b>76%</b>                                                                          | <b>64%</b>                                                        |

|             |     |     |     |     |
|-------------|-----|-----|-----|-----|
| Finland     | 83% | 54% | 95% | 95% |
| France      | 69% | 45% | 95% | 80% |
| Germany     | 83% | 54% | 95% | 95% |
| Greece      | 48% | 31% | 67% | 56% |
| Hungary     | 48% | 31% | 67% | 56% |
| Ireland     | 90% | 58% | 95% | 95% |
| Italy       | 69% | 45% | 95% | 80% |
| Latvia      | 48% | 31% | 67% | 56% |
| Lithuania   | 48% | 31% | 67% | 56% |
| Luxembourg  | 90% | 58% | 95% | 95% |
| Malta       | 69% | 45% | 95% | 80% |
| Netherlands | 90% | 58% | 95% | 95% |
| Poland      | 48% | 31% | 67% | 56% |
| Portugal    | 48% | 31% | 67% | 56% |
| Romania     | 48% | 31% | 67% | 56% |
| Slovakia    | 48% | 31% | 67% | 56% |
| Slovenia    | 55% | 36% | 76% | 64% |
| Spain       | 55% | 36% | 76% | 64% |
| Sweden      | 90% | 58% | 95% | 95% |

*Amendment*

Table 1: Minimum targets for the share of zero emission vehicles in yearly new registrations of corporate cars by large undertakings

| Member State | Minimum target for the share of zero-emission vehicles, from 2030 | Minimum target for the share of zero-emission vehicles, from 2035 |
|--------------|-------------------------------------------------------------------|-------------------------------------------------------------------|
| Austria      | 98%                                                               | <b>100% resulting from the CO2 emission performance standards</b> |
| Belgium      | 98%                                                               |                                                                   |
| Bulgaria     | 53%                                                               |                                                                   |
| Croatia      | 53%                                                               |                                                                   |
| Cyprus       | 60%                                                               |                                                                   |
| Czechia      | 53%                                                               |                                                                   |
| Denmark      | 98%                                                               |                                                                   |
| Estonia      | 53%                                                               |                                                                   |
| Finland      | 98%                                                               |                                                                   |
| France       | 90%                                                               |                                                                   |
| Germany      | 90%                                                               |                                                                   |
| Greece       | 53%                                                               |                                                                   |
| Hungary      | 53%                                                               |                                                                   |
| Ireland      | 98%                                                               |                                                                   |
| Italy        | 53%                                                               |                                                                   |
| Latvia       | 53%                                                               |                                                                   |
| Lithuania    | 53%                                                               |                                                                   |
| Luxembourg   | 98%                                                               |                                                                   |
| Malta        | 98%                                                               |                                                                   |
| Netherlands  | 98%                                                               |                                                                   |
| Poland       | 53%                                                               |                                                                   |
| Portugal     | 70%                                                               |                                                                   |
| Romania      | 53%                                                               |                                                                   |
| Slovakia     | 53%                                                               |                                                                   |
| Slovenia     | 53%                                                               |                                                                   |
| Spain        | 53%                                                               |                                                                   |
| Sweden       | 98%                                                               |                                                                   |

### *Justification*

*This amendment is setting the national targets compatible with the Union-level target set in the Preamble. As mentioned earlier, not only is this scenario the most compatible with the Union climate ambitions but it is also the one that the Commission estimated had the best cost-benefits ratio (with a €23 billion estimated).*

**Proposal for a regulation**  
**Annex 1**

*Text proposed by the Commission*

Table 2: Minimum targets for the share of zero emission vehicles **and targets for the combined shares of zero- and low-emission vehicles** in yearly newregistrationsof corporate vans by large undertakings

| Member State | <b>Target for the combined shares of zero- and emission vehicles, from 2030</b> | Minimum target for the share of zero-emission vehicles, from 2030 | <b>Target for the combined shares of zero- and emission vehicles, from 2035</b> | Minimum target for the share of zero-emission vehicles, from 2035 |
|--------------|---------------------------------------------------------------------------------|-------------------------------------------------------------------|---------------------------------------------------------------------------------|-------------------------------------------------------------------|
|              | <del>52%</del> <del>52%</del> <del>28%</del>                                    |                                                                   | <del>95%</del> <del>95%</del> <del>67%</del>                                    |                                                                   |
| Austria      |                                                                                 | <del>47%</del>                                                    |                                                                                 | <b>95%</b>                                                        |
| Belgium      | <del>28%</del>                                                                  | <del>25%</del>                                                    | <b>67%</b>                                                                      | <b>95%</b>                                                        |
| Bulgaria     |                                                                                 | %                                                                 |                                                                                 | <b>56%</b>                                                        |
| Croatia      |                                                                                 | %                                                                 |                                                                                 | <b>56%</b>                                                        |
| Cyprus       | <b>32%</b>                                                                      | <b>29%</b>                                                        | <b>76%</b>                                                                      | <b>64%</b>                                                        |
| Czechia      | <b>32%</b>                                                                      | <b>29%</b>                                                        | <b>76%</b>                                                                      | <b>64%</b>                                                        |
| Denmark      | <b>52%</b>                                                                      | <b>47%</b>                                                        | <b>95%</b>                                                                      | <b>95%</b>                                                        |
| Estonia      | <b>32%</b>                                                                      | <b>29%</b>                                                        | <b>76%</b>                                                                      | <b>64%</b>                                                        |
| Finland      | <b>48%</b>                                                                      | <b>43%</b>                                                        | <b>95%</b>                                                                      | <b>95%</b>                                                        |
| France       | <b>40%</b>                                                                      | <b>36%</b>                                                        | <b>95%</b>                                                                      | <b>80%</b>                                                        |
| Germany      | <b>48%</b>                                                                      | <b>43%</b>                                                        | <b>95%</b>                                                                      | <b>95%</b>                                                        |
| Greece       | <b>28%</b>                                                                      | <b>25%</b>                                                        | <b>67%</b>                                                                      | <b>56%</b>                                                        |
| Hungary      | <b>28%</b>                                                                      | <b>25%</b>                                                        | <b>67%</b>                                                                      | <b>56%</b>                                                        |

|             |     |     |     |     |
|-------------|-----|-----|-----|-----|
| Ireland     | 52% | 47% | 95% | 95% |
| Italy       | 40% | 36% | 95% | 80% |
| Latvia      | 28% | 25% | 67% | 56% |
| Lithuania   | 28% | 25% | 67% | 56% |
| Luxembourg  | 52% | 47% | 95% | 95% |
| Malta       | 40% | 36% | 95% | 80% |
| Netherlands | 52% | 47% | 95% | 95% |
| Poland      | 28% | 25% | 67% | 56% |
| Portugal    | 28% | 25% | 67% | 56% |
| Romania     | 28% | 25% | 67% | 56% |
| Slovakia    | 28% | 25% | 67% | 56% |
| Slovenia    | 32% | 29% | 76% | 64% |
| Spain       | 32% | 29% | 76% | 64% |
| Sweden      | 52% | 47% | 95% | 95% |

*Amendment*

Table 2: Minimum targets for the share of **zeroemission vehicles** in yearly new registrations of corporate vans by large undertakings

| Member State | Minimum target for the share of zero-emission vehicles, from 2030 | Minimum target for the share of zero-emission vehicles, from 2035 |
|--------------|-------------------------------------------------------------------|-------------------------------------------------------------------|
| Austria      | 85%                                                               | <b>100% resulting from the CO2 emission performance standards</b> |
| Belgium      | 85%                                                               |                                                                   |
| Bulgaria     | 46%                                                               |                                                                   |
| Croatia      | 46%                                                               |                                                                   |
| Cyprus       | 52%                                                               |                                                                   |
| Czechia      | 46%                                                               |                                                                   |

|             |     |  |
|-------------|-----|--|
| Denmark     | 85% |  |
| Estonia     | 46% |  |
| Finland     | 85% |  |
| France      | 78% |  |
| Germany     | 78% |  |
| Greece      | 46% |  |
| Hungary     | 46% |  |
| Ireland     | 85% |  |
| Italy       | 46% |  |
| Latvia      | 46% |  |
| Lithuania   | 46% |  |
| Luxembourg  | 85% |  |
| Malta       | 85% |  |
| Netherlands | 85% |  |
| Poland      | 46% |  |
| Portugal    | 65% |  |
| Romania     | 46% |  |
| Slovakia    | 46% |  |
| Slovenia    | 46% |  |
| Spain       | 46% |  |
| Sweden      | 85% |  |

### *Justification*

*Similarly to the previous amendment, this one introduces technical changes necessary to comply with the targets set in the Preamble.*