



2025/0421(COD)

13.03.2026

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DRAFT REPORT

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

Committee on Transport and Tourism

Rapporteur: Alice Berzolla

Symbols for procedures

- * Consultation procedure
- *** Consent procedure
- ***I Ordinary legislative procedure (first reading)
- ***II Ordinary legislative procedure (second reading)
- ***III Ordinary legislative procedure (third reading)

(The type of procedure depends on the legal basis proposed by the draft act.)

Amendments to a draft act

Amendments by Parliament set out in two columns

Deletions are indicated in ***bold italics*** in the left-hand column. Replacements are indicated in ***bold italics*** in both columns. New text is indicated in ***bold italics*** in the right-hand column.

The first and second lines of the header of each amendment identify the relevant part of the draft act under consideration. If an amendment pertains to an existing act that the draft act is seeking to amend, the amendment heading includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend.

Amendments by Parliament in the form of a consolidated text

New text is highlighted in ***bold italics***. Deletions are indicated using either the ■ symbol or strikeout. Replacements are indicated by highlighting the new text in ***bold italics*** and by deleting or striking out the text that has been replaced.

By way of exception, purely technical changes made by the drafting departments in preparing the final text are not highlighted.

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DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

on the proposal for a regulation of the European Parliament and of the Council on clean corporate vehicles

(COM(2025)0994 – 2025/0421(COD))

(Ordinary legislative procedure: first reading)

The European Parliament,

- having regard to the Commission proposal to Parliament and the Council (COM(2025)0994),
 - having regard to Article 294(2) and Article 114 of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament,
 - having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
 - having regard to Rules 60 and 58 of its Rules of Procedure,
1. Adopts its position at first reading hereinafter set out;
 2. Calls on the Commission to refer the matter to Parliament again if it replaces, substantially amends or intends to substantially amend its proposal;
 3. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

Amendment 1

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_x 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_x 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 (PM_{2.5}) in the Union in 2022^{1a}.***

^{1a} ***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>***

Or. en

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.

Amendment 2

Proposal for a regulation Recital 2

Text proposed by the Commission

(2) The Communication of the Commission on ‘The European Green Deal’²² and Regulation (EU) 2021/1119 of the European Parliament and of the Council²³ 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 sector²⁴ and the Clean Industrial Deal²⁵ outline the importance of the automotive sector for European Union industrial competitiveness and show the need for action on corporate vehicles.

²² 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.

²³ 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>).

²⁴ 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.

²⁵ 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’²² and Regulation (EU) 2021/1119 of the European Parliament and of the Council²³ 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***^{23a}. The Industrial Action Plan for the European automotive sector²⁴ and the Clean Industrial Deal²⁵ outline the importance of the automotive sector for European Union industrial competitiveness and show the need for action on corporate vehicles.

²² 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.

²³ 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>).

^{23a} ***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.

²⁴ 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.

²⁵ 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 3

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**

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.

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.

Amendment 4

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, 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* CO₂-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.

Or. en

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.

Amendment 5

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

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

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.

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.

Or. en

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.

Amendment 6

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)

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

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.

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.

Or. en

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 7

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 cases **as well as in other 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 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.**

Or. en

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.

Amendment 8

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.³² 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.³² 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.

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

³² 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.

Amendment 9

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 10

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

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 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***

putting in place measures to meet the targets and to discuss follow up initiatives.

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.

Or. en

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 11

Proposal for a regulation Article 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

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

in each Member State. This Regulation does not prevent any Member State from setting more ambitious targets.

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.

Or. en

Amendment 12

Proposal for a regulation Article 3 a (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^{1a}, 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 234, 22.9.2023, p. 1).

Or. en

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.

Amendment 13

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 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.***

Or. en

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 14

**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

1. 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.

Or. en

Amendment 15

**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.*

Or. en

Amendment 16

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

Text proposed by the Commission

Amendment

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

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

insert date = the date of entry into force of this Regulation).

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.

Or. en

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 17

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.

Or. en

Amendment 18

Proposal for a regulation

Article 6 – subparagraph 3 a (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.

Or. en

Amendment 19

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.

Amendment 20

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.

Amendment 21

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.

Or. en

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.

EXPLANATORY STATEMENT

The proposal for a Regulation on clean corporate vehicles comes at a decisive moment for the Union's climate, industrial and economic transition. Despite significant progress in reducing greenhouse gas emissions across many sectors of the economy, transport remains the only major sector in which emissions remain above 1990 levels. Road transport plays a vital role in the Union's economy and in the daily lives of citizens and businesses. At the same time, it remains a major source of greenhouse gas emissions and harmful air pollution, with serious impacts on public health. A pragmatic way forward is to accelerate the decarbonisation of corporate vehicle fleets, which account for a large share of new vehicle registrations and typically have significantly higher annual mileage than privately owned vehicles. Targeting these fleets can therefore deliver substantial emissions reductions while driving the necessary transition towards clean mobility.

As rapporteur, I strongly believe that this Regulation must strike the right balance between accelerating the green transition and strengthening the competitiveness of the European automotive industry. These objectives should not be seen as contradictory. On the contrary, the global transition towards zero-emission mobility is already reshaping industrial competition worldwide. By creating predictable demand for zero- and low-emission vehicles in the corporate segment, the Union can both accelerate decarbonisation and provide the investment certainty necessary to support European manufacturing, innovation and high-quality jobs across the automotive value chain.

First, the report aims to provide greater legal certainty for industry and investors. Ambitious targets for zero- and low-emission corporate vehicles can only deliver their full benefits if manufacturers and suppliers have predictable conditions for long-term investment. For this reason, the essential criteria for determining whether a vehicle can be considered "made in the European Union" are established directly in the Regulation, ensuring that the key policy choices remain under the control of the co-legislators. At the same time, the Commission is empowered to adopt a delegated act strictly limited to the technical measurement methodology for those criteria, ensuring their uniform application across Member States while maintaining legal certainty and coherence with future Union initiatives such as the Industrial Accelerator Act.

Second, the report strengthens the industrial dimension of the proposal. The transition to zero-emission mobility represents a major transformation of the European automotive ecosystem. The amendments therefore highlight the importance of strengthening domestic value chains and supporting investment in European production capacity in key technologies such as batteries and electric powertrains. In this context, the report aligns with broader Union initiatives aimed at reinforcing strategic industrial capacity, including the Critical Raw Materials Act and other policies designed to secure and relocate key value chains within Europe.

Third, the report also clarifies the role of plug-in hybrid and range-extended electric vehicles in the transition towards zero-emission mobility. While the Union's long-term objective remains the shift to zero-emission vehicles, these technologies may continue to play a role in specific use cases and in export markets beyond 2035. Providing this clarity is important for investment planning in the European automotive industry.

Lastly, the report strengthens the enforcement, social and accountability dimensions of the Regulation. An infrastructure conditionality mechanism links national targets to recharging deployment under AFIR; provisions on second-hand market accessibility ensure the transition benefits lower-income households and SMEs; a graduated remediation mechanism addresses non-compliance by large undertakings; and the 2032 review is reinforced by requiring the Commission to formally report to Parliament and the Council and to present a legislative proposal for revision, with broadened criteria covering employment, affordability and infrastructure deployment.

In conclusion, decarbonising corporate fleets is both a climate necessity and an industrial opportunity. This report aims to ensure that Europe leads the transition to clean mobility while strengthening its own automotive value chains.