

# CLEAN CORPORATE VEHICLES REGULATION

## Key points for consumers

## Why it matters to consumers

Rising prices for new cars are pushing more consumers toward the second-hand market. For used car buyers, electric vehicles (EVs) are emerging as the most cost-effective alternative to petrol cars, yet supply remains too limited. Electrifying corporate fleets, which represent roughly 60% of new car sales and are typically replaced every four years, could quickly increase the supply of second-hand EVs, making them more accessible to everyday drivers.

This paper summarises [BEUC's position](#) on the [Clean corporate vehicles regulation](#). Overall, BEUC welcomes the proposal, as establishing this regulation is a positive step for consumers, and electrifying corporate fleets could give a real boost to the second-hand EV market. However, the proposal still falls short of the ambition needed and takes a misguided approach on plug-in hybrid vehicles (PHEVs).

[Read our position paper](#)



what BEUC supports



what can be improved



what BEUC considers problematic

### COMMISSION PROPOSAL

### BEUC POSITION

#### PROPOSING A REGULATION



The very existence of this text is already good news. Electrifying corporate fleets today helps expand tomorrow's second-hand market, where electric vehicles already represent the most affordable option but remain in insufficient supply.

#### INTRODUCING SUB-TARGETS FOR PHEVS



Plug-in hybrids are expensive to buy, remain costly on the second-hand market, and are expensive to maintain. What is more, at a time when European countries are meant to be particularly careful with public spending, setting separate targets for electric and plug-in hybrid vehicles is nothing short of a waste of public money.

#### ENDING FOSSIL FUEL SUBSIDIES



It's a good thing that financial support for petrol and diesel vehicles is ending. However, PHEVs are not vehicles that should be subsidised: they are expensive, polluting, and struggle to sell on the second-hand market.

### SETTING LOCAL CONTENT REQUIREMENT FOR FINANCIAL SUPPORT



Strengthening Europe's competitiveness is crucial, but it will only succeed if vehicles are affordable. PHEVs are too costly, and EVs remain dominated by premium models. Support should therefore target truly affordable EU-made EVs that will remain accessible on the second-hand market.

### TARGETING ONLY LARGE UNDERTAKING WITH TOO LITTLE AMBITION



By narrowing the scope, many companies capable of decarbonising their fleets are excluded. The regulation should also set more ambitious targets while taking national circumstances into account. But just as consumers are expected to play their part, companies that can act should be required to do so.

