

Joint position paper

EU Regulation on Clean Corporate Fleets

We, European businesses, major cities, and civil society, express our strong support for the EU Clean Corporate Vehicles Regulation. This initiative represents a huge opportunity for a smart, green industrial and social policy for Europe.

We believe the European Commission has opted for the right instrument by setting binding targets for Member States – this should be safeguarded by the co-legislators. Instead of a “one-size-fits-all”-approach and company-level mandates, these differentiated targets empower Member States to design the most effective pathways to green their large company fleets. In addition, this regulation provides a huge opportunity to finally address the demand-side of the automotive market, helping European carmakers reach their 2030 CO₂ emission targets.

While we welcome the regulation, the current draft risks falling short of its potential. To truly drive the market and ensure affordable zero-emission vehicles for EU citizens and support European competitiveness, we call on policymakers to adopt three critical improvements:

1. Increase the ambition level

The current targets (45% ZEV by 2030) do not sufficiently deviate from “business-as-usual” trajectories and are even lower than those the Commission assessed in its ‘low ambition’ scenario (65% ZEV). To unlock the necessary investment in charging infrastructure and manufacturing, the regulation must set a more ambitious pace that truly boosts ZEV-uptake for large companies – at minimum reflecting the Commission’s own ‘low ambition’ scenario.

2. Exclude low-emission vehicles from the scope

Plug-in Hybrid Electric Vehicles (PHEVs) and other low emissions vehicles are a costly bridge to the past. Real-world data consistently shows they emit significantly more than advertised, making them the more expensive technology for both companies and second-hand buyers. To ensure taxpayer-funded incentives and policy efforts support the future, the scope must be restricted to zero-emission vehicles (ZEVs).

3. Strengthen the monitoring and reporting framework

A strong monitoring, reporting and compliance framework is essential to maintain market confidence and deliver on the decarbonization of corporate vehicles. This includes the availability of reliable and comparable data and annual reporting from Member States. Member States should thoroughly assess the inclusion of *all* corporate fleets in their national implementation and compliance plans, including taxis and ride-hailing services, with tailored measures reflecting their high utilization and environmental impact. Member States’ national plans should include enabling measures and acquisition incentives to support sectors with low

EV-uptake, a clear decarbonization roadmap for corporate fleets to reach climate neutrality by 2050, and incentives – utilizing a variety of instruments – to support the second-hand ZEV-market.

In addition, we call on the Commission to propose binding targets for Heavy-Duty Vehicle fleets by 2027, in parallel with the Revision of CO2 emission standards for Heavy-Duty Vehicles. Transitioning truck fleets is essential for decarbonizing the logistics sector and creating a lead market for European e-trucks. Excluding Heavy-Duty Vehicle (HDV) fleets from the scope is a missed opportunity and a strategic error, ignoring industry calls for demand-side measures.

We stand ready to work with you to ensure this regulation becomes a cornerstone of EU climate and industrial policy — one that lowers costs for citizens, reduces our dependence on imported fossil fuels, and cements Europe’s position as a leader in clean automotive technology.

