

Basic information	
<p>2025/0421(COD)</p> <p>COD - Ordinary legislative procedure (ex-codecision procedure) Regulation</p>	Awaiting committee decision
<p>Clean corporate vehicles</p> <p>Subject</p> <p>2.10.03 Standardisation, EC/EU standards and trade mark, certification, compliance 3.20.05 Road transport: passengers and freight 3.40.03 Motor industry, cycle and motorcycle, commercial and agricultural vehicles 3.70.02 Atmospheric pollution, motor vehicle pollution</p> <p>Legislative priorities</p> <p>Joint Declaration 2026</p>	

Key players			
European Parliament	Joint committee responsible	Rapporteur	Appointed
	ENVI Environment, Climate and Food Safety	WÖLKEN Tiedo (S&D)	05/03/2026
	TRAN Transport and Tourism	KALFON François (S&D)	05/03/2026
		<p>Shadow rapporteur</p> <p>JOŃSKI Dariusz (EPP)</p> <p>DE LA HOZ QUINTANO Raúl (EPP)</p> <p>ANDROUËT Mathilde (Pfe)</p> <p>HAIDER Roman (Pfe)</p> <p>FIDANZA Carlo (ECR)</p> <p>VEROUGSTRAETE Yvan (Renew)</p> <p>OETJEN Jan-Christoph (Renew)</p> <p>TEGETHOFF Kai (Greens /EFA)</p> <p>ANDERSSON Li (The Left)</p> <p>TAMBURRANO Dario (The Left)</p> <p>ARNDT Anja (ESN)</p>	
Council of the			

European Union	
European Commission	Commission DG
	Mobility and Transport
Commissioner	
TZITZIKOSTAS Apostolos	
European Economic and Social Committee	
European Committee of the Regions	

Key events			
Date	Event	Reference	Summary
16/12/2025	Legislative proposal published	COM(2025)0994	Summary
09/02/2026	Committee referral announced in Parliament, 1st reading		

Technical information	
Procedure reference	2025/0421(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Regulation
Legal basis	Rules of Procedure EP 59 Treaty on the Functioning of the European Union TFEU 192-p1
Mandatory consultation of other institutions	European Economic and Social Committee European Committee of the Regions
Stage reached in procedure	Awaiting committee decision
Committee dossier	CJ46/10/05168

Documentation gateway				
European Commission				
Document type	Reference	Date	Summary	
Legislative proposal	COM(2025)0994	16/12/2025	Summary	
Document attached to the procedure	SEC(2025)0994	17/12/2025		
Document attached to the procedure	SWD(2025)1060 	17/12/2025		
Document attached to the procedure	SWD(2025)1061 	17/12/2025		
National parliaments				
Document type	Parliament /Chamber	Reference	Date	Summary

Reasoned opinion	IT_CHAMBER	PE785.302	05/03/2026
Contribution	CZ_CHAMBER	COM(2025)0994	23/03/2026

Additional information		
Source	Document	Date
European Commission	EUR-Lex	

Meetings with interest representatives published in line with the Rules of Procedure

Rapporteurs, Shadow Rapporteurs and Committee Chairs

Transparency				
Name	Role	Committee	Date	Interest representatives
VEROUGSTRAETE Yvan	Shadow rapporteur	ENVI	21/04/2026	AVERE - The European Association for Electromobility Eurelectric aisbl Transport and Environment (European Federation for Transport and Environment) Volvo AB
OZDOBA Jacek	Shadow rapporteur	ENVI	14/04/2026	IRU
VEROUGSTRAETE Yvan	Shadow rapporteur	ENVI	13/04/2026	GeoPost SA
DE LA HOZ QUINTANO Raúl	Shadow rapporteur	ENVI	08/04/2026	MERCADONA SA
VEROUGSTRAETE Yvan	Shadow rapporteur	ENVI	01/04/2026	RENAULT
KALFON François	Rapporteur	TRAN	24/03/2026	FORVIA
KALFON François	Rapporteur	TRAN	19/03/2026	AVERE - The European Association for Electromobility
KALFON François	Rapporteur	TRAN	19/03/2026	TAXIS 4 SMART MOBILITY
KALFON François	Rapporteur	TRAN	16/03/2026	UNION FRANCAISE DE L'ELECTRICITE - UFE
KALFON François	Rapporteur	TRAN	16/03/2026	Association française des sociétés Financières BNP PARIBAS Crédit Agricole S.A. EURALIA Société Générale Stellantis
OZDOBA Jacek	Shadow rapporteur	ENVI	11/03/2026	Aula Europe
OZDOBA Jacek	Shadow rapporteur	ENVI	11/03/2026	Hyundai Motor Europe
OZDOBA Jacek	Shadow rapporteur	ENVI	11/03/2026	TOYOTA MOTOR EUROPE
	Shadow			

OZDOBA Jacek	rapporteur	ENVI	11/03/2026	enterprise mobility
VEROUGSTRAETE Yvan	Shadow rapporteur	ENVI	10/03/2026	Enterprise Rent-A-Car UK Limited
KALFON François	Rapporteur	TRAN	10/03/2026	BNP PARIBAS Enterprise Rent-A-Car UK Limited Leaseurope Société Générale
OZDOBA Jacek	Shadow rapporteur	ENVI	10/03/2026	European Association of Automotive Suppliers
KALFON François	Rapporteur	TRAN	27/02/2026	Transport and Environment (European Federation for Transport and Environment)
KALFON François	Rapporteur	TRAN	11/02/2026	Transport and Environment (European Federation for Transport and Environment)
KALFON François	Rapporteur	TRAN	06/02/2026	Enterprise Rent-A-Car UK Limited
KALFON François	Rapporteur	TRAN	04/02/2026	Platform for Electromobility

Other Members

Transparency		
Name	Date	Interest representatives
KANEV Radan	30/03/2026	Cycling Industries Europe
MOTREANU Dan-Ştefan	18/03/2026	HORSE
TOSI Flavio	11/03/2026	Leaseurope
CASSART Benoit	11/03/2026	European Association Automotive Suppliers
CASSART Benoit	11/03/2026	Enterprise Mobility
FERBER Markus	10/03/2026	Bundesverband Deutscher Leasing-Unternehmen e. V.
KIRCHER Sophia	05/03/2026	Leaseurope
DANIELSSON Johan	04/03/2026	Transport and Environment (European Federation for Transport and Environment) Volvo Car Corporation AB
CASSART Benoit	04/03/2026	TAXIS 4 SMART MOBILITY
GLÜCK Andreas	29/01/2026	Enterprise Rent-A-Car UK Limited
COSTANZO Vivien	28/01/2026	Allgemeiner Deutscher Automobil-Club e.V.
COSTANZO Vivien	28/01/2026	ALDI SÜD Dienstleistungs-SE & Co. oHG Aldi Nord
TAMBURRANO Dario	27/01/2026	Bureau Européen des Unions de Consommateurs
GLÜCK Andreas	20/01/2026	Bundesverband Deutscher Leasing-Unternehmen e. V.
COSTANZO Vivien	03/12/2025	Leaseurope

Clean corporate vehicles

2025/0421(COD) - 16/12/2025 - Legislative proposal

PURPOSE: to accelerate the uptake of zero- and low-emission vehicles in corporate fleets, while fostering the competitiveness of the Union's automotive sector.

PROPOSED ACT: Regulation of the European Parliament and of the Council.

ROLE OF THE EUROPEAN PARLIAMENT: the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

BACKGROUND: corporate vehicles have a significant potential to accelerate the uptake of zero-emission vehicles (ZEV), due to their high share in new vehicle registrations (around 60% for new registration of cars and around 90% for new registration of vans) and their specific characteristics in terms of vehicle operations.

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.

CONTENT: the proposed 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.

National targets

In view of the need to stimulate the market for zero- and low-emission vehicles while also supporting the further deployment of alternative fuels and leaving appropriate flexibility to Member States and market actors, the Commission has decided to set national targets. These targets will encourage Member States to put in place measures to **incentivise the use of corporate zero- and low-emission vehicles by large companies**. The design of the measures is at the **discretion of each Member State**. The resulting increase in the share of new zero- and low-emission vehicles in corporate fleets can help reduce road transport emissions faster, while increasing the availability of zero- and low- emission vehicles for citizens and businesses that rely on second-hand vehicles. These national targets are set at **different levels** of ambition for cars and vans in order to reflect the different levels of technology and market development, as well as the differences in targets for the respective vehicle categories under the CO2 emission performance standards. They are also differentiated between Member States in order to take account of the specific situation and characteristics of different Member States, in relation to their economy's ability to address the higher initial capital costs of ZEV.

In respect the principle of technological neutrality, and to leave sufficient flexibility to the Member States, the proposal should set national targets that can be met through the combined share of zero- and low-emission vehicles.

The methodology to calculate those shares for the purpose of demonstrating compliance with the While the initiative introduces targets for Member States in the form of the share of new zero- and low-emission vehicles for large companies, the additional administrative burden for public authorities is kept to a minimum. The proposal builds on **existing vehicle datasets** and modalities that Member States already operate for vehicle registration and statistics, including business and fiscal statistics. While all Member States already have the necessary systems in place to identify new registrations of corporate vehicles, for distinguishing vehicle registered by SMEs or large companies in place, one-off administrative costs are expected.

SMEs are excluded from the scope of the proposal, which only targets new corporate vehicles registered by large companies (companies with at least 250 employees and EUR 50 million turnover), irrespective of their economic field of activity.

'Made in the EU'

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. To qualify for public financial support, vehicles will in the future have to be zero- or low-emission and manufactured in the EU. The Commission will rely on delegated acts to set up a methodology for determining the criteria for a car or van to be considered 'made in EU'.