ENVI-TRAN vote on a Regulation for Clean Corporate Vehicles

A new T&E study shows that Member State targets, combined with limiting national financial support to electric Made-in-Europe company cars, would bring 344,000 additional jobs and €18 billion in extra investment to Europe's economy and automotive industry by 2030. Therefore, we encourage MEPs to pay special attention to the following ahead of the vote:

1. **Binding targets**
    a. **The problem:** Without binding targets, corporate fleet electrification could continue at a slower pace than private households, meaning 'business-as-usual'. Corporate fleets represent 60% of new car registrations and a disproportionate amount of emissions due to their higher mileage.
    b. **T&E recommendation:**
        i. Keep binding national targets, with full flexibility for Member States on how to meet them. SMEs remain shielded from any requirements.
        ii. Exclude PHEVs from the targets.
2. **End financial support to fossil fuel company cars**
    a. **The problem:** In the five biggest EU countries alone, subsidies for petrol and diesel company cars cost taxpayers €42 billion every year. Taxpayers' money is contributing to continued oil dependence, instead of ensuring clean and affordable mobility for all.
    b. **T&E recommendation:**
        i. Safeguard Article 4: no more public money for petrol and diesel company cars.
        ii. Keep the January 2028 start date, with no delay.
        iii. Make sure "financial support" covers not only purchase subsidies, but all company car tax benefits: benefit-in-kind, depreciation write-offs, VAT deductions and fuel cards.
        iv. Limit support to zero-emission vehicles only, excluding PHEVs.
3. **Keep strong "Made-in-EU" criteria**
    a. **The problem:** Without strict Made-in-EU conditions, national tax money will subsidise imported EVs instead of European jobs. Watering down these requirements would remove the incentive for carmakers to localise production.
    b. **T&E recommendation:**
        i. Safeguard Article 4: Keep the Made-in-EU condition on all national financial support for corporate cars and vans.
        ii. Do not delay its entry into force beyond January 2028.