

(English version)

Question for written answer E-002744/25
to the Commission
Zala Tomašič (PPE)
(2 July 2025)

Subject: Concerns regarding potential binding electric vehicle mandates for corporate fleets and the impact on EU competitiveness

On 5 March 2025, the Commission published a communication on decarbonising corporate fleets, with a legislative proposal expected by year-end. There are indications that the Commission is considering binding electric vehicle (EV) purchase mandates for EU corporate fleets. Such mandates could significantly affect fleet operators and customers across vehicle segments — passenger cars, vans, heavy-duty vehicles, buses and coaches — and have major implications for the competitiveness of Europe’s vehicle manufacturers and suppliers.

In light of this:

1. Will the Commission ensure — through a full impact assessment, Regulatory Scrutiny Board review, and SME and competitiveness checks — that the principles of proportionality, subsidiarity, and Better Regulation are upheld in this proposal — while also clarifying how technological neutrality will be maintained, particularly regarding the role of plug-in hybrid vehicles and whether they will count towards compliance?
2. Will the Commission impose binding EV quotas despite concerns over flexibility, infrastructure gaps and operational viability, and how does it intend to define ‘corporate fleets’ — including whether businesses whose operations depend on vehicles (e.g. logistics) will be covered — while also addressing the associated risks of EV devaluation and declining resale values?
3. What measures will be taken to assess and mitigate the impact of any purchase mandates on the competitiveness of the European automotive industry and its supply chain?

Supporters ⁽¹⁾

Submitted: 2.7.2025

Answer given by Mr Tzitzikostas on behalf of the European Commission
(27 January 2026)

As is the case for any preparatory work ahead of a possible legislative proposal, the Commission will ensure full compliance with the principles of proportionality, subsidiarity, and better regulation ⁽¹⁾. An Impact Assessment was conducted and reviewed by the Regulatory Scrutiny Board, and all relevant checks were performed in accordance with the relevant Commission procedures.

The Impact Assessment evaluated and compared different policy options, including the setting of national targets, rules on financial support for corporate vehicles, or targets for specific entities. The Commission’s proposal and Impact Assessment have been adopted and published ⁽²⁾.

¹ This question is supported by Members other than the author: Ondřej Krutílek (ECR), Paulius Saudargas (PPE), Christine Singer (Renew), Sophia Kircher (PPE), Angelika Niebler (PPE), Matej Tonin (PPE), Alexandra Mehnert (PPE), Jens Gieseke (PPE)

⁽¹⁾ https://commission.europa.eu/law/law-making-process/better-regulation_en.

⁽²⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:52025DC0096>.