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Subject: Proposal for a Regulation of the European Parliament and of the Council
on clean corporate vehicles
- Presidency compromise

Ahead of the meeting of the Working Party on Land Transport on 19 May 2026, delegations find attached a Presidency compromise for the above proposal.

2025/0421 (COD)

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on clean corporate vehicles

(Text with EEA relevance)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 192(1) thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national parliaments,

Having regard to the opinion of the European Economic and Social Committee ⁽¹⁾,

Having regard to the opinion of the Committee of the Regions ⁽²⁾,

Acting in accordance with the ordinary legislative procedure,

Whereas:

- (1) Road transport is the dominant transport mode in the Union, accounting in 2023 for 52.6 % of total freight transport activity and 81.2 % of passenger transport activity, while being responsible for 22.6 % of the Union greenhouse gas emissions and 35 % of its NO_x emissions.

¹ OJ C , , p. .

² OJ C , , p. .

- (2) The Communication of the Commission on ‘The European Green Deal’³ and Regulation (EU) 2021/1119 of the European Parliament and of the Council⁴ set out the steps towards climate-neutrality by 2050 and the need to reduce transport greenhouse gas emissions by 90% by 2050, relative to 1990. The Industrial Action Plan for the European automotive sector⁵ and the Clean Industrial Deal⁶ outline the importance of the automotive sector for European Union industrial competitiveness and show the need for action on corporate vehicles.

³ Communication from the Commission to the European Parliament, the European Council, the Council, the European Economic and Social Committee and the Committee of the Regions ‘The European Green Deal’ of 11 December 2019, COM(2019) 640 final.

⁴ Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021 establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999 (‘European Climate Law’) (OJ L 243, 9.7.2021, p. 1, ELI: <http://data.europa.eu/eli/reg/2021/1119/oj>).

⁵ Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions – Industrial Action Plan for the European automotive sector, COM(2025) 95 final, 5.3.2025, CELEX: 52025DC0095.

⁶ Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions – The Clean Industrial Deal: A joint roadmap for competitiveness and decarbonisation, COM/2025/85 final, 26.2.2025, CELEX: 52025DC0085.

- (3) Regulations (EU) 2019/631 ⁽⁷⁾ and (EU) 2019/1242 of the European Parliament and of the Council ⁽⁸⁾ set CO₂ emissions performance requirements for new road transport vehicles, in order to contribute to achieving the Union's target of reducing its greenhouse gas emissions. Directive 2009/33/EC of the European Parliament and of the Council ⁽⁹⁾ sets national targets for the share of clean vehicles in public procurement on each Member State's territory, over two five-year periods. It applies to all procurement of vehicles by a contracting authority or contracting entity. **There should be a clear distinction between targets achieved under public procurement and targets achieved under this Regulation. Targets set out under this Regulation are differentiated from the targets set under Directive 2009/33/EC as they relate to vehicles registered by private undertakings that do not have any obligations under Directive 2009/33/EC.**
- (4) Each year, around 10 million new cars and 1.5 million new vans are registered in the Union. Around 60% of cars, and around 90 % of the vans, are corporate vehicles registered by legal entities. Those include various types of vehicles and use cases, among others: vehicles registered by leasing and rental companies; company cars provided as benefit-in-kind for company employees; vehicles used by hauliers, taxi, ride-hailing, and car-sharing companies to provide mobility and logistics services; vehicles used for own account, the cars used to drive a company's management to meetings, or the distribution vehicles; showroom and test vehicles available at vehicle dealerships.

⁷ Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13, ELI: <http://data.europa.eu/eli/reg/2019/631/oj>).

⁸ Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO₂ emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC (OJ L 198, 25.7.2019, p. 202, ELI: <http://data.europa.eu/eli/reg/2019/1242/oj>).

⁹ Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean road transport vehicles in support of low-emission mobility (OJ L 120, 15.5.2009, p. 5, ELI: <http://data.europa.eu/eli/dir/2009/33/oj>).

- (5) 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.
- (6) Corporate vehicles also generally reach the second-hand market much faster than private vehicles; in particular, rental vehicles are often resold within a year, and leasing vehicles which are often resold after three to five years. A higher share of zero- and low-emission corporate vehicles would therefore significantly enhance their swift availability in the second-hand market, making it more affordable for citizens and businesses to replace other more CO₂ emitting and polluting technologies with zero- and low-emission vehicles.
- (7) Several Member States have put in place incentives and support schemes to accelerate the transition to zero-emission vehicles in corporate fleets. Those good practices, in particular targeted reforms of company-car taxation, accelerated depreciation schemes for zero- and low-emission vehicles and local requirements for urban mobility services, provide useful guidance for the design and implementation of measures taken by Member States. However, those measures are not sufficient and fragmented across Member States, while support for high-emission vehicles still continues to be provided in many instances across the Union. This situation does not ensure a level playing field nor support the necessary level of new zero- and low-emission vehicles registrations across the Union, hampering the single market integration in terms of both supply and use of zero- and low-emission vehicles. Furthermore, insufficiently coordinated national action risks hindering fleets operating across borders and limits the efficient allocation of zero- and low-emission vehicles in the internal market, increases information cost for key transport actors and hinders cost-effective implementation of fleet transitions towards zero emissions. A coherent measure to stimulate the uptake of zero- and low-emission vehicles at Union level is therefore necessary.

- (8) A Union-level legal instrument to stimulate demand for zero- and low-emission **corporate** vehicles ~~in corporate markets~~ should provide the necessary certainty for investments in increased production capacity in these technologies, contributing to the competitiveness of the Union automotive sector in the context of a rapidly evolving global market.
- (9) Unlike cars and vans, heavy-duty vehicles are almost exclusively registered by legal entities, so that corporate registrations represent almost the totality of the market. In the cases of buses and coaches, public procurement plays a significant role on the market. Directive 2009/33/EC already provides a stimulus through mandatory targets for zero-emission buses. In order to maintain full long-term consistency with the relevant legal instruments, and in particular in view of the upcoming revision of the CO₂ emission performance standards for heavy-duty vehicles, only the new registrations of light-duty vehicles should be included in the scope of this Regulation. Possible measures to increase the share of zero- and low- emission vehicles in corporate fleets of lorries may be considered at the time of the revision of the CO₂ emission performance standards for heavy-duty vehicles. This would allow to better account for the different operational profile of this market segment and the efforts to substantially increase recharging points availability along EU transport corridors.
- (10) In light of the significant diversity of use cases, operational requirements, and economic performances across different types of corporate vehicles, setting mandatory zero-emission vehicle shares for individual companies would risk having disproportionate negative impacts on some of those companies and create significant administrative burden for operators and public authorities. Such rules would also create significant risks of avoidance and other unintended consequences, such as shifts between vehicle leasing and ownership, or changes in the competitiveness of different types of logistics and mobility services. Therefore, mandatory targets should be set for Member States, rather than on individual companies.

- (11) Given the higher barriers they often face to access finance, SMEs are generally disproportionately affected by the higher purchase costs of zero-emission vehicles. Therefore, the national targets should be based on the share of zero- and low-emission vehicles in total corporate registrations only by large undertakings; for the sake of consistency, the notion of large undertakings should be drawn from Directive 2013/34/EU of the European Parliament and of the Council ⁽¹⁰⁾.
- (12) The Regulation should set targets per Member State for the share of zero- and low-emission vehicles in new corporate vehicles registrations by large undertakings in their territory. In order to meet the emission reduction targets set in Regulation 2019/631, those targets should ensure that a minimum share of new corporate cars and vans registered by large undertakings is zero-emission. Collectively, the national targets would lead to a minimum Union share of 69% zero- and low-emission cars, of which at least 45% with a zero-emission, in 2030, and be consistent with Regulation 2019/631 for 2035; and of 40% zero- and low-emission vans, of which at least 36% zero-emission, in 2030, and be consistent with Regulation 2019/631 for 2035. **Due to their special nature and dedicated use, special purpose vehicles as defined under Regulation (EU) 2018/858 should be exempted from the application of this Regulation.**
- (13) Cars and vans are primarily used within the Member State where they are registered, and the markets for vehicles and services are mostly segmented by Member State. The national targets for the cumulated share of zero- and low- emission vehicles in new registrations by large undertakings should be set at different levels for cars and vans, to reflect the different level of technology and market development. For those vehicles, differences across Member States should be reflected in the level of the targets that respectively apply to them. Those national targets should be calculated starting from a level of ambition set for the whole Union taking account of the emission requirements set out for the respective vehicle categories in Regulation (EU) 2019/631, and modulated across Member States. The modulation should take account of each Member State's economic capacity, with the gross domestic product per capita used as proxy.

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- (14) Plug-in hybrid electric vehicles and range-extended electric vehicles can play a role in the transition towards zero-emission mobility and can be useful for specific use cases as well as in other global markets beyond 2035. The recognition of their contribution can support continued investments and innovation of such technologies.
- (15) Member States should be allowed to apply any measure they deem necessary to reach the targets set out in this Regulation, including introducing more favourable road tolling; taxation favouring the uptake of zero- and low-emission vehicles or other State support measures subject to applicable State aid rules; introducing requirements in licensing for specific passenger transport services (such as taxis, ride-hailing); improving enabling conditions for the use of zero- and low-emission vehicles, such as availability of dedicated recharging points at specific locations or preferential access to parking. Member States should also be allowed to set targets for specific categories of companies or fleet operators. The availability of recharging infrastructure allowing to recharge easily and at accessible prices is a key enabling factor, which can be ensured by Member States taking into account the specific operational requirements of corporate fleets, also contributing to meeting their targets set in Regulation (EU) 2023/1804 of the European Parliament and of the Council¹¹. The Communication “Decarbonising corporate fleets”¹² provides several examples of good practices and effective measures that can be put in place at national level to increase the share of zero-emission vehicles in corporate fleets.
- (16) Diffusion of low-emission vehicles based on electric traction will also increase demand for charging infrastructure, which will enhance the density of the charging network with benefits also for zero-emission vehicles.

¹¹ Regulation (EU) 2023/1804

¹² Communication from the Commission to the European Parliament, the European Council, the Council, the European Economic and Social Committee and the Committee of the Regions ‘Decarbonising corporate fleets’, COM(2025) 96

- (17) The way financial support measures are devised is often decisive for choosing which corporate vehicle to purchase. Without prejudice to national competences, Member States should make full use of this lever, by providing financial support for corporate vehicles exclusively to zero- and low-emission vehicles. Council conclusions have repeatedly emphasised the need to phase out as soon as possible fossil fuel subsidies.¹³ Financial support that only benefits zero- and low emission vehicles can support Union efforts to increase at an accelerated pace its energy security and move away from imports of fossil fuels. In order to support decarbonisation in key industry sectors supplying the automotive industry and also promote clean technology products and the domestic production of technologies such as batteries for electric vehicles, the Commission has **proposed** ~~announced in the Clean Industrial Deal a proposal for an~~ **the** Industrial Accelerator Act **(COM(2026) 100)**. 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.
- ~~(18) In order to be in a position to align requirements on strengthening domestic value chains in the automotive sector with the upcoming Industrial Accelerator Act, as announced in the Clean Industrial Deal, the Commission should be empowered to adopt delegated acts to set up a methodology for determining the criteria for a car or van to be considered ‘made in the European Union’.~~

¹³ For example Council Conclusions on Green Diplomacy of 18 March 2024, [st07865-en24.pdf](#).

- (19) To allow the Commission to appropriately monitor and to follow the implementation of this Regulation, each Member State should submit to the Commission a national plan describing the measures it has in place and the measures it plans to implement to reach the national targets set out in the Annex. In order to demonstrate compliance with the new registration targets, each Member State should report to the Commission, on a yearly basis, the number of new vehicles registered by large undertakings on its territory, and the share of zero- and low-emission vehicles therein, by vehicle category, based on data extracted from their vehicle registries or any other relevant sources of information such as fiscal databases and registries. The Commission should review this Regulation in 2032, and where relevant adopt proposals for its revision, including by setting targets for subsequent periods, taking into account relevant market and technology developments. In evaluating the functioning of this Regulation, the Commission should assess the extent to which the objectives of this Regulation have been met and the extent to which it has impacted the competitiveness of the relevant sectors. That review should also cover the interaction of this Regulation with other relevant Union legal acts. The Commission should make use of the Sustainable Transport Forum to collect information in view of the review, and to support stakeholders and Member States in putting in place measures to meet the targets and to discuss follow up initiatives.
- (20) Since the objectives of this Regulation, namely accelerating the uptake of zero- and low-emission vehicles in corporate fleets, while fostering the competitiveness of the Union's automotive sector, cannot be sufficiently achieved by the Member States alone in a way that ensures sufficient and clear market signals for fleet operators across the EU but can rather, by reason of consistency with EU-level legal instruments addressing vehicle manufacturers, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives.

HAVE ADOPTED THIS REGULATION:

Article 1

Subject matter

This 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~~ **vehicles** registered by large undertakings in each Member State. This Regulation does not prevent any Member State from setting more ambitious targets.

This Regulation shall not apply to vehicles referred to in Article 2(2) and Article 2(3) of Regulation (EU) 2018/858 of the European Parliament and of the Council, and in points 5.2. to 5.5. and point 5.7. of Part A of Annex I to that Regulation.

Article 2

Definitions

For the purposes of this Regulation, the following definitions apply:

- (1) ‘vehicle’ means a motor vehicle of Category M or N set out in Article 4(1), points (a) and (b), of Regulation (EU) 2018/858 of the European Parliament and of the Council⁽¹⁴⁾;
- (2) ‘new **corporate** vehicle’ means a vehicle that is registered **by a legal entity** in the Union for the first time;
- (3) ‘car’ means a vehicle of Category M₁ set out in Article 4(1), point (a)(i), of Regulation (EU) 2018/858;
- (4) ‘van’ means a vehicle of Category N₁ set out in Article 4(1), point (b)(i), of Regulation (EU) 2018/858;
- (5) ‘corporate vehicle’ means a vehicle registered by a legal entity;

¹⁴ Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1, ELI: <http://data.europa.eu/eli/reg/2018/858/oj>).

- (6) ‘zero-emission vehicle’ means a zero-emission vehicle as defined in Article 3(1)(n) of [Proposal for a revision of Regulation 2019/631];
- (7) ‘Zero and low emission vehicle’ means a zero- and low emission vehicle as defined in Article 3(1)(m) of Regulation 2019/631;
- (8) ‘large undertaking’ means a large undertaking as defined in Article 3(4) of Directive 2013/34/EU.

Article 3

Targets for the share of zero- and low- emission corporate vehicles

1. Member States shall ensure that from 1 January 2030:
 - (a) the combined share of zero- and low-emission cars and vans in the total number of new corporate vehicles registered by large undertakings in their territory in each calendar year is at least equal to the combined targets for zero- and low-emission vehicles set in tables 1 and 2 in the Annex.
 - (b) the share of zero- emission cars and vans in the total number of new corporate vehicles registered by large undertakings in their territory in each calendar year is at least equal to the minimum targets for zero-emission vehicles set in tables 1 and 2 in the Annex.
2. For the purposes of monitoring the uptake of zero-and low-emission vehicles within the Union and calculating compliance with the national targets for cars set in Table 1 of the Annex, and for vans set in Table 2 of the Annex, the following rules shall apply:
 - (a) the numerator for the targets for the combined shares of zero- and low-emission vehicles shall be the total combined number of new zero- and low- emission corporate vehicles that are, respectively, cars and vans, and that are registered by large undertakings in the Member State during each calendar year;
 - (b) the numerator for the minimum targets for zero-emission vehicles shall be the total number of new zero-emission corporate vehicles that are, respectively, cars and vans,

and that are registered by large undertakings in the Member State during each calendar year;

- (c) the denominator for both targets shall be the total number of new corporate vehicles that are, respectively, cars and vans, and that are registered by large undertakings in the Member State during the same calendar year.

Article 4

Financial support for corporate vehicles

As from two years before the date referred to in Article 3(1), Member States shall not provide any financial support for the purchase, lease, rent, hire-purchase, or operation of corporate cars and vans other than zero- or low- emission vehicles.

Without prejudice to Article 107 and 108 of the Treaty, as from two years before the date referred to in Article 3(1) Member States shall provide financial support for the uptake of corporate cars and vans only if these cars and vans are ‘made in the European Union’ **as defined in Article 13 of the Industrial Accelerator Act [COM(2026) 100]**.

~~The Commission shall be empowered to adopt delegated acts in accordance with Article 5 to supplement this Regulation by setting up a methodology for determining the criteria for a car or van to be considered ‘made in the European Union.’~~

Article 5

Exercise of the delegation

- ~~1. The power to adopt delegated acts is conferred to the Commission subject to the conditions laid down in this Article.~~
- ~~2. The power to adopt delegated acts referred to in Article 5(3) shall be conferred on the Commission for an indeterminate period of time from [OP insert date – the date of entry into force of this Regulation].~~
- ~~3. The delegation of power referred to in Article 5(3) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the~~

publication of the decision in the *Official Journal of the European Union* or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

4. ~~Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2026.~~
5. ~~As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.~~
6. ~~A delegated act adopted pursuant to Article 5(3) shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.~~

Article 6

Monitoring and reporting

By 28 February 2028, and every two years thereafter, each Member State shall submit to the Commission a national plan describing the measures it has in place and the measures that it plans to implement in order to achieve the national targets set out in the Annex of this Regulation.

By [28 February] 2031, and every year thereafter, each Member State shall determine and transmit to the Commission the total number of new corporate vehicles registered by large undertakings in its territory during the preceding calendar year, split into cars and vans, and the share of zero- and low-emission vehicles in each of those categories.

Article 7

Review

By 31 December 2032, the Commission shall review this Regulation and, where appropriate, submit a legislative proposal for its amendment, including for the setting of targets for the share of zero- and low-emission vehicles for the period after 2035.

Article 8

Entry into force

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Strasbourg,

For the European Parliament

The President

For the Council

The President

Table 1: Minimum targets for the share of zero emission vehicles and targets for the combined shares of zero- and low-emission vehicles in yearly new registrations of corporate cars by large undertakings

Member State	Target for the combined shares of zero- and low-emission vehicles, from 2030	Minimum target for the share of zero-emission vehicles, from 2030	Target for the combined shares of zero- and low-emission vehicles, from 2035	Minimum target for the share of zero-emission vehicles, from 2035
Austria	90%	58%	95%	95%
Belgium	90%	58%	95%	95%
Bulgaria	48%	31%	67%	56%
Croatia	48%	31%	67%	56%
Cyprus	55%	36%	76%	64%
Czechia	55%	36%	76%	64%
Denmark	90%	58%	95%	95%
Estonia	55%	36%	76%	64%
Finland	83%	54%	95%	95%
France	69%	45%	95%	80%
Germany	83%	54%	95%	95%
Greece	48%	31%	67%	56%
Hungary	48%	31%	67%	56%
Ireland	90%	58%	95%	95%
Italy	69%	45%	95%	80%
Latvia	48%	31%	67%	56%
Lithuania	48%	31%	67%	56%
Luxembourg	90%	58%	95%	95%
Malta	69%	45%	95%	80%
Netherlands	90%	58%	95%	95%
Poland	48%	31%	67%	56%
Portugal	48%	31%	67%	56%
Romania	48%	31%	67%	56%
Slovakia	48%	31%	67%	56%
Slovenia	55%	36%	76%	64%
Spain	55%	36%	76%	64%
Sweden	90%	58%	95%	95%

Table 2: Minimum targets for the share of zero emission vehicles and targets for the combined shares of zero- and low-emission vehicles in yearly new registrations of corporate vans by large undertakings

Member State	Target for the combined shares of zero- and low-emission vehicles, from 2030	Minimum target for the share of zero-emission vehicles, from 2030	Target for the combined shares of zero- and low-emission vehicles, from 2035	Minimum target for the share of zero-emission vehicles, from 2035
Austria	52%	47%	95%	95%
Belgium	52%	47%	95%	95%
Bulgaria	28%	25%	67%	56%
Croatia	28%	25%	67%	56%
Cyprus	32%	29%	76%	64%
Czechia	32%	29%	76%	64%
Denmark	52%	47%	95%	95%
Estonia	32%	29%	76%	64%
Finland	48%	43%	95%	95%
France	40%	36%	95%	80%
Germany	48%	43%	95%	95%
Greece	28%	25%	67%	56%
Hungary	28%	25%	67%	56%
Ireland	52%	47%	95%	95%
Italy	40%	36%	95%	80%
Latvia	28%	25%	67%	56%
Lithuania	28%	25%	67%	56%
Luxembourg	52%	47%	95%	95%
Malta	40%	36%	95%	80%
Netherlands	52%	47%	95%	95%
Poland	28%	25%	67%	56%
Portugal	28%	25%	67%	56%
Romania	28%	25%	67%	56%
Slovakia	28%	25%	67%	56%
Slovenia	32%	29%	76%	64%
Spain	32%	29%	76%	64%
Sweden	52%	47%	95%	95%