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WORKING DOCUMENT

From: To:	General Secretariat of the Council Working Party on Land Transport
N° Cion doc.:	17016/1/25 REV1 + ADD1 REV1 + ADD2
Subject:	Proposal for a Regulation of the European Parliament and of the Council on clean corporate vehicles - Comments from Denmark

Delegations will find, attached, questions from **Denmark** on the above-mentioned proposal.

Questions from Denmark regarding the proposal on clean corporate vehicles

Link between the impact assessment and the legislative proposal

The Impact Assessment identifies *Policy Option 1C (PO1C)* as the preferred option.

- Can the Commission clarify to what extent the legislative proposal fully reflects PO1C, and in which respects the proposal deviates from the design, assumptions or ambition level assessed under PO1C?¨

Impact of excluding lorries on proposal outcomes

The Commission has decided not to include lorries in the scope of the legislative proposal on Clean Corporate Vehicles. This means that the projected benefits in the impact assessment need to be recalculated, as lorries accounted for a significant share of these benefits, particularly in terms of CO_2 emission reductions.

- Could the Commission clarify whether recalculations are planned, and how significant it considers the exclusion of the largest contributor to potential CO_2 reductions for the assessment of the proposal's overall impacts?
- Considering that the overall benefits of the proposal are likely to decrease significantly following the exclusion of lorries, could the European Commission indicate whether it still regards the Green Corporate Fleets initiative as proportionate, once the environmental and economic impacts have been reassessed?

Marginal impact in 2029-2035

According to the impact assessment, the baseline scenario already assumes 100% zero-emission new passenger cars and light vans by 2035 due to existing EU CO_2 standards (Regulation (EU) 2019/631).

- Can the Commission confirm whether the majority of the climate and economic benefits of the proposal occur before 2035, and if so, provide a breakdown of emission reductions and net benefits/cost by year?
- Can the Commission clarify what the additional CO_2 emission reduction attributable to this proposal is in 2029-2035 compared to the baseline, expressed in absolute terms (e.g. tonnes of CO_2)?