Council of the European Union
General Secretariat

PUBLIC

Interinstitutional files:
2025/0421 (COD)

Brussels, 30 January 2026

WK 1565/2026 ADD 6

LIMITE

TRANS	**ENV**
AVIATION	**ENER**
MAR	**ECOFIN**
CLIMA	**IND**
COMPET	**CODEC**

This is a paper intended for a specific community of recipients. Handling and further distribution are under the sole responsibility of community members.

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 the Netherlands

Delegations will find, attached, comments and questions from **the Netherlands** on the above-mentioned proposal.

NL – Written comments and questions on the Clean Corporate Vehicles-regulation

Since the Netherlands is still developing its final position, a scrutiny reservation remains. The questions and written comments below are organized on an article basis and based on initial reflections on the proposal.

PUBLIC

Art. 2

- A corporate vehicle is defined as a vehicle registered by a legal entity. Could the Commission explain if this means that private lease cars for private citizens will also be covered under this regulation if the leasing company that registers this vehicle for the first time qualifies as a large undertaking?

Art. 4

- Could the Commission clarify what is meant with "financial support" in art. 4? Does this provision only apply to measures that are focused on exclusively corporate vehicles, or also general measures for all types of cars and vans?
- Does the provision focus on support only, e.g. subsidies and/or fiscal discounts relative to fossil fueled vehicles related to large undertakings, or also to additional fiscal 'environmental' charges on fossil fuel vehicles?

Art. 5

- The Commission will set up a methodology for determining the criteria for a car or van to be considered "made in the European Union." The Commission explained that this definition will be based on the upcoming *Industrial Accelerator Act*.
- Could the Commission explain how it will make information on what constitutes vehicles that are "Made in the European Union" accessible to member states, type approval authorities, and consumers in a clear, unambiguous, and practical way?
- Does the Commission foresee any additional administrative burdens for member states as a consequence of the provision on financial support for cars and vans that are "Made in the European Union"? If so, how does it plan on minimizing these administrative burdens for cases in which financial support by member states is intended to increase the uptake of zero- and low-emission cars and vans?
- Can the Commission provide an assessment of the expected impact of the "Made in the European Union"-criteria on third countries in the context of this proposal? Which third countries would be affected most? Has the Commission consulted third countries during the design of this proposal?