

Ms Roberta Metsola  
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**By email**

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**RE: Call to attribute upcoming European Parliament work on the proposal for a Regulation on Clean Corporate Vehicles to the TRAN committee**

Dear President Metsola,

As the representatives of the commercial road freight and passenger transport sector at the EU level and globally, IRU would like to respectfully draw your attention to the crucial importance of allocating the recently published European Commission's Clean Corporate Vehicles proposal to the right European Parliament's Committee, as explained below.

This proposal, even if commendably motivated by environmental objectives, will have a fundamental, long-term impact on the functioning, needs and structure of EU road transport markets, including on fleet investment decisions, operational efficiency, infrastructure development, and the competitiveness of operators. For this reason, it should be examined primarily by transport experts and the European Parliament's TRAN Committee should be the lead committee working on this proposal, which deals directly with road transport. This is already the case at Council level, where the file has been rightly allocated to the Transport Council formation.

We fully acknowledge and support the overall climate ambition. But purchasing decisions concerning light- and heavy-duty fleets are extremely specific and highly diverse: vans, trucks, buses, coaches, regional logistics, specialised sectors, seasonal operations, etc. Furthermore, buyers have different business models, operational constraints, access to depots, and financial capacity. All of these aspects, which would have to be considered when analysing the proposal, require transport expertise.

Enabling conditions have a critical role to play in the decarbonisation of road transport. There are over one million commercial road transport operators in the EU, most of which are SMEs and micro companies. Regardless of a legal mandate's target (large operators, shippers, etc), the effects cascade throughout the sector. Hence, the enabling conditions must be understood from the perspective of SMEs. As an example of specific conditions, 70% of EU road freight operations are regional or local. This means the sector itself will have to build a significant share of the charging infrastructure – at their depots and at their own cost. In addition, due to the sector's operational

diversity, electric vehicles may not be the solution for all sub-categories of professional road transport. This too requires analysis from an expert perspective.

As meaningful precedents and for consistency reasons, a series of other key legal acts meant to further enable the use of cleaner and zero-emission vehicles have also been handled by transport ministers, including the Eurovignette Directive, the Alternative Fuels Infrastructure Regulation (AFIR), and the Weights and Dimensions Directive.

Given that this proposal forms part of a broader legislative package - which also includes a revision of the CO<sub>2</sub> standards for cars and vans *acquis* and a targeted amendment to the CO<sub>2</sub> standards for heavy-duty vehicles - the attribution of each component should strike the right balance between transport-specific matters and environmental considerations. There are clear precedents: in several cases, individual elements of a legislative package have been allocated to different European Parliament formations based on substance and expertise. For example, in the climate domain, this was the approach taken with the Fit for 55 Package. We strongly believe the same principle should apply here. The Clean Corporate Vehicles proposal should be treated as a transport file, rather than being classified solely as an environmental matter, given that it will essentially affect the transport sector.

As President of the European Parliament, you play a central role in the allocation of legislative proposals to the appropriate parliamentary committee. Your decision on the committee responsible is decisive in ensuring that each file is examined by Members with the most relevant expertise and a deep understanding of the sector concerned. In this context, and in light of the far-reaching structural impact that the Clean Corporate Vehicles proposal will have on the transport sector, we respectfully ask for your support to ensure that this file is allocated to the Committee on Transport and Tourism (TRAN), where it can be assessed in depth by transport policy experts and handled with the necessary technical scrutiny.

We thank you for considering this request and remain at your disposal for any further information.

Yours sincerely,



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