

B. About you

B.1. Language of my contribution

Dutch

B.2. I am giving my contribution as

Public authority

B.3. In which capacity will you reply to the following questions?

EU/national/regional/local public authority

B.7. First name

B.8. Surname

B.9. Email (this won't be published)

B.10. Scope

National

B.11. Level of governance

National authority

B. 12. Level of governance

Authority

B.13. Organisation name

Ministry of Infrastructure and Water Management

B.14. Organization Size

B.16 Country of origin

Netherlands

B.18: Contribution publication privacy settings

Anonymous (Only organisation details are published: The type of respondent that you responded to this consultation as, the name of the organisation on whose behalf you reply as well as its transparency number, its size, its country of origin and your contribution will be published as received. Your name will not be published. Please do not include any personal data in the contribution itself if you want to remain anonymous.)

C. General views on vehicles registered by corporate entities

C.1. To what extent do you agree with the following statement: “the switch to zero-emission vehicles should happen faster for vehicles registered by corporate entities than for vehicles registered by private individuals”?

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly Disagree	No opinion
Cars	x					
Vans		x				
Lorries		X				
Coaches		X				

C.2 In your view, the shift to zero-emission vehicles registered by corporate entities is generally easier or harder than for vehicles registered by private users:

	Significantly easier for private vehicles	Easier for private vehicles	Of comparable difficulty as for private vehicles	Harder than for private vehicles	Significantly harder for private vehicles	No opinion
Cars					x	
Vans					x	
Lorries						X
Coaches						X

C.3 In your view, is the share of zero-emission vehicles currently registered by corporate entities sufficient to help ensure the achievement of the European Green Deal targets towards zero-emission transport?

	Fully sufficient	Sufficient	Somewhat sufficient	Not sufficient	No opinion
Cars				x	
Vans				X	
Lorries			x		
Coaches				X	

C.4 In your view, how relevant would be the following expected benefits of a faster shift to zero-emission vehicles (ZEV) in corporate fleets?

	Very relevant	Relevant	Somewhat Relevant	Not Relevant	No opinion
Increase in the share of ZEVs in the total number of vehicles registered in the EU, compared to what would result from the CO2 emission performance standards alone		X			
Higher GHG and pollutant emission savings from the same share of ZEVs in		X			

the total number of vehicles registered in the EU, due to the relatively higher mileage of corporate vehicles compared to private ones					
Faster build-up of second-hand market for ZEVs		X			
Increased market acceptance and public confidence in ZEVs		X			
Faster market acceptance and public confidence in ZEVs		X			
Faster market uptake of smart and bidirectional charging and e-mobility services		X			
Increased demand for renewable electricity for recharging EVs		X			
Other (please specify)					

C.6 In your view, what would be the impact of a faster shift to zero-emission vehicles (ZEV) in corporate fleets?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)		x				
On the price of new ZEVs (negative = increase in price, positive = decrease)				X		
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)		X				
On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness, positive = increased competitiveness)			X			
On innovation and global competitiveness of EU vehicle manufacturers (negative = decreased competitiveness, positive = increased competitiveness)		X				
On the costs and economic performance of other EU market actors making use of those corporate fleets						X

(negative = worse performance, positive = better performance)						
On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)			X			
Other (please specify)						

D. Views on different types of corporate fleets

Following the categorisation in the introduction to this open public consultation, the following corporate fleets are distinguished:

Cars

- **Leasing car fleets** – cars offered for lease to private individuals or companies.
- **Rental car fleets** – cars offered for short-term rental.
- **Company cars** – vehicles that are provided by an employer to an employee as a benefit in kind.
- **Car registered by vehicle manufacturers themselves**, such as demos, 0-km registration, vehicle manufacturer employee car schemes, etc.
- **Urban mobility service fleets** (taxis, PHVs, ride-hailing, car sharing – excluding scheduled public transport).
- **Other corporate car fleets** – any other fleet of 2 or more vehicles cars owned or operated by the same legal entity (e.g., service cars used to reach clients and provide services or goods) that does not fall within the previous categories.

Vans

- **Van rental and leasing fleets** – vans offered for lease or rental to companies or private individuals for both goods and passengers.
- **Large fleets of logistics vans** – fleets of 10 or more vans used to distribute goods, e.g., last-mile and urban delivery fleets operated by postal services, e-commerce, large retailers.
- **Other corporate van fleets** – any other fleet of 2 or more vans owned or operated by the same legal entity (e.g., service vans used to reach clients and provide services or goods) that does not fall within the previous categories.

Lorries

- **Large fleets of logistics lorries** – fleets of 10 or more lorries used for transporting goods, e.g. regional distribution and long-haul, including cross border logistics.
- **Other corporate lorries fleets** – any other fleet of 2 or more lorries owned or operated by the same legal entity. This is a broad category including any fleet of 2 or more lorries owned or operated by the same legal entity that does not fall within the previous category.

Coaches

- **Large fleets of coaches** – fleets of 10 or more coaches used for transporting passengers.
- **Other corporate coaches fleets** – any other fleet of 2 or more coaches owned or operated by the same legal entity. This is a broad category including any fleet of 2 or more coaches owned or operated by the same legal entity that does not fall within the previous category.

This section aims to assess the respective roles, potential contributions and relevant barriers to zero-emission vehicle take up in these different corporate fleet types.

Depending on their use case, operational requirements and business case, corporate fleets can face different obstacles and incentives, so that it might be comparatively easier or harder to switch to zero-emission vehicles. At the same time, there can be differences in the comparative importance of accelerating the shift to zero-emission vehicles in these different types of corporate fleets. Please provide your ranking of decarbonisation of different fleets in terms of **importance** and **difficulty** of the shift to ZEVs in different fleets:

D.1. Importance:

Use drag&drop or the up/down buttons to change the order or accept the initial order.

Car registered by vehicle manufacturers against themselves		5
Leasing car fleets		3
Rental car fleets		4
Company cars		1
Urban mobility service fleets		6
Other corporate car fleets		2
Van rental and leasing fleets		8
Large logistics van fleets		7
Other corporate van fleets		9
Large logistics lorries fleets		10
Other corporate lorries fleets		11
Large corporate coaches fleets		12
Other corporate coaches fleets		13

D.2. Difficulty:

Use drag&drop or the up/down buttons to change the order or accept the initial order.

Car registered by vehicle manufacturers against themselves		5
Leasing car fleets		3
Rental car fleets		4
Company cars		1
Urban mobility service fleets		6
Other corporate car fleets		2
Van rental and leasing fleets		8
Large logistics van fleets		7
Other corporate van fleets		9

Large logistics lorries fleets		10
Other corporate lorries fleets		11
Large corporate coaches fleets		12
Other corporate coaches fleets		13

D.3 In your view, how important are the following factors in determining the **willingness** of vehicle manufacturers to include zero-emission vehicles among **cars they register against themselves**?

(*) "Total cost of ownership" means the total cost of acquiring and owning a vehicle for its lifetime, including the costs of acquiring or leasing the vehicle, fuel costs, maintenance and repair costs, insurance costs, finance costs, and taxes

	Very important	Important	Somewhat Important	Not Important	No opinion
Purchase cost of the vehicle			x		
Operational cost of the vehicle	x				
Total cost of ownership* of the vehicle	x				
Technical characteristics and performance of the vehicle (range, max speed, acceleration, weight and dimensions, etc.)		x			
Availability of ZEV models		x			
Compliance with legal requirements (CO2 emission performance standards, corporate sustainability requirements)	x				
Vehicle registration tax		x			
Yearly vehicle taxation			x		
Fiscal treatment of the vehicle	x				
Availability of public recharging/refueling infrastructure		x			
Availability of own (private) recharging/refueling infrastructure		x			
Operation requirements (daily mileage, hours of operation, etc.)	x				
Availability of renewable electricity for recharging of vehicles			x		
Regional/local regulations (e.g., urban vehicle regulations, specific requirements in licensing/concession procedures)		x			
Clients' preferences	x				
Other (please specify)					

D.5 In your view, how important are the following factors in determining the **willingness** of the fleet operators to include zero-emission vehicles in **leasing car fleets**?

	Very important	Important	Somewhat Important	Not Important	No opinion
Purchase cost of the vehicle	x				
Operational cost of the vehicle	x				
Total cost of ownership* of the vehicle	x				
Technical characteristics and performance of the vehicle (range, max speed, acceleration, weight and dimensions, etc.)		x			
Availability of ZEV models	x				
Compliance with legal requirements (CO2 emission performance standards, corporate sustainability requirements)	x				
Vehicle registration tax	x				
Yearly vehicle taxation		x			
Fiscal treatment of the vehicle	x				
Availability of public recharging/refueling infrastructure		x			
Availability of own (private) recharging/refueling infrastructure		x			
Operation requirements (daily mileage, hours of operation, etc.)		x			
Availability of renewable electricity for recharging of vehicles		x			
Regional/local regulations (e.g., urban vehicle regulations, specific requirements in licensing/concession procedures)		x			
Clients' preferences	x				
Other (please specify)					

D.7 In your view, how important are the following factors in determining the **willingness** of the fleet operators to include zero-emission vehicles in **rental car fleets**?

	Very important	Important	Somewhat Important	Not Important	No opinion
Purchase cost of the vehicle		x			
Operational cost of the vehicle		x			
Total cost of ownership* of the vehicle		x			
Technical characteristics and performance of the vehicle (range, max speed, acceleration, weight and dimensions, etc.)	x				

Availability of ZEV models		x			
Compliance with legal requirements (CO2 emission performance standards, corporate sustainability requirements)		x			
Vehicle registration tax		x			
Yearly vehicle taxation		x			
Fiscal treatment of the vehicle		x			
Availability of public recharging/refueling infrastructure	x				
Availability of own (private) recharging/refueling infrastructure	x				
Operation requirements (daily mileage, hours of operation, etc.)	x				
Availability of renewable electricity for recharging of vehicles		x			
Regional/local regulations (e.g., urban vehicle regulations, specific requirements in licensing/concession procedures)		x			
Clients' preferences	x				
Other (please specify)					

D.9. In your view, how important are the following factors in determining the **willingness** of employers to include zero-emission vehicles among **company cars**?

	Very important	Important	Somewhat Important	Not Important	No opinion
Purchase cost of the vehicle		x			
Operational cost of the vehicle		x			
Total cost of ownership* of the vehicle	x				
Technical characteristics and performance of the vehicle (range, max speed, acceleration, weight and dimensions, etc.)	x				
Availability of ZEV models		x			
Compliance with legal requirements (CO2 emission performance standards, corporate sustainability requirements)		x			
Vehicle registration tax		x			
Yearly vehicle taxation		x			
Fiscal treatment of the vehicle	x				

Availability of public recharging/refueling infrastructure		x			
Availability of own (private) recharging/refueling infrastructure	x				
Operation requirements (daily mileage, hours of operation, etc.)	x				
Availability of renewable electricity for recharging of vehicles		x			
Regional/local regulations (e.g., urban vehicle regulations, specific requirements in licensing/concession procedures)		x			
Clients' preferences	X				
Other (please specify)					

D.11 In your view, how important are the following factors in determining the **willingness** of the fleet operators to include zero-emission vehicles in **urban mobility service fleets**?

	Very important	Important	Somewhat Important	Not Important	No opinion
Purchase cost of the vehicle		x			
Operational cost of the vehicle		x			
Total cost of ownership* of the vehicle	x				
Technical characteristics and performance of the vehicle (range, max speed, acceleration, weight and dimensions, etc.)	x				
Availability of ZEV models		x			
Compliance with legal requirements (CO2 emission performance standards, corporate sustainability requirements)	x				
Vehicle registration tax		x			
Yearly vehicle taxation		x			
Fiscal treatment of the vehicle		x			
Availability of public recharging/refueling infrastructure	x				
Availability of own (private) recharging/refueling infrastructure	x				
Operation requirements (daily mileage, hours of operation, etc.)	x				

Availability of renewable electricity for recharging of vehicles		x			
Regional/local regulations (e.g., urban vehicle regulations, specific requirements in licensing/concession procedures)	x				
Clients' preferences	x				
Other (please specify)					

D.13. In your view, how important are the following factors in determining the **willingness** of the fleet operators to include zero-emission vehicles in **other corporate car fleets**?

	Very important	Important	Somewhat Important	Not Important	No opinion
Purchase cost of the vehicle		x			
Operational cost of the vehicle		x			
Total cost of ownership* of the vehicle	x				
Technical characteristics and performance of the vehicle (range, max speed, acceleration, weight and dimensions, etc.)	x				
Availability of ZEV models		x			
Compliance with legal requirements (CO2 emission performance standards, corporate sustainability requirements)	x				
Vehicle registration tax		x			
Yearly vehicle taxation		x			
Fiscal treatment of the vehicle		x			
Availability of public recharging/refueling infrastructure	x				
Availability of own (private) recharging/refueling infrastructure	x				
Operation requirements (daily mileage, hours of operation, etc.)	x				
Availability of renewable electricity for recharging of vehicles		x			
Regional/local regulations (e.g., urban vehicle regulations, specific requirements in licensing/concession procedures)	x				
Clients' preferences	x				
Other (please specify)					

D.15. In your view, how important are the following factors in determining the **willingness** of the fleet operators to include zero-emission vehicles in **van rental and leasing fleets**?

	Very important	Important	Somewhat Important	Not Important	No opinion
Purchase cost of the vehicle		X			
Operational cost of the vehicle		X			
Total cost of ownership* of the vehicle	X				
Technical characteristics and performance of the vehicle (range, max speed, acceleration, weight and dimensions, etc.)	X				
Availability of ZEV models		X			
Compliance with legal requirements (CO2 emission performance standards, corporate sustainability requirements)	X				
Vehicle registration tax		X			
Yearly vehicle taxation		X			
Fiscal treatment of the vehicle			X		
Availability of public recharging/refueling infrastructure					
Availability of own (private) recharging/refueling infrastructure	X				
Operation requirements (daily mileage, hours of operation, etc.)	X				
Availability of renewable electricity for recharging of vehicles		X			
Regional/local regulations (e.g., urban vehicle regulations, specific requirements in licensing/concession procedures)	X				
Clients' preferences	X				
Other (please specify)					

D.17. In your view, how important are the following factors in determining the **willingness** of the fleet operators to include zero-emission vehicles in **large logistics van fleets**?

	Very important	Important	Somewhat Important	Not Important	No opinion
Purchase cost of the vehicle	X				
Operational cost of the vehicle	X				
Total cost of ownership* of the vehicle	X				

Technical characteristics and performance of the vehicle (range, max speed, acceleration, weight and dimensions, etc.)	X				
Availability of ZEV models	X				
Compliance with legal requirements (CO2 emission performance standards, corporate sustainability requirements)		X			
Vehicle registration tax	X				
Yearly vehicle taxation	X				
Fiscal treatment of the vehicle			X		
Availability of public recharging/refueling infrastructure		X			
Availability of own (private) recharging/refueling infrastructure	X				
Operation requirements (daily mileage, hours of operation, etc.)	X				
Availability of renewable electricity for recharging of vehicles		X			
Regional/local regulations (e.g., urban vehicle regulations, specific requirements in licensing/concession procedures)	x				
Clients' preferences	X				
Other (please specify)					

D.19. In your view, how important are the following factors in determining the **willingness** of the fleet operators to include zero-emission vehicles in **other corporate van fleets**?

	Very important	Important	Somewhat Important	Not Important	No opinion
Purchase cost of the vehicle		X			
Operational cost of the vehicle		X			
Total cost of ownership* of the vehicle	X				
Technical characteristics and performance of the vehicle (range, max speed, acceleration, weight and dimensions, etc.)	X				
Availability of ZEV models		X			
Compliance with legal requirements (CO2 emission performance standards, corporate sustainability requirements)	X				

Vehicle registration tax		X			
Yearly vehicle taxation		X			
Fiscal treatment of the vehicle		X			
Availability of public recharging/refueling infrastructure	X				
Availability of own (private) recharging/refueling infrastructure	X				
Operation requirements (daily mileage, hours of operation, etc.)	X				
Availability of renewable electricity for recharging of vehicles		X			
Regional/local regulations (e.g., urban vehicle regulations, specific requirements in licensing/concession procedures)	X				
Clients' preferences	X				
Other (please specify)					

D.21. In your view, how important are the following factors in determining the **willingness** of the fleet operators to include zero-emission vehicles in **large fleets of logistics lorries**?

	Very important	Important	Somewhat Important	Not Important	No opinion
Purchase cost of the vehicle	X				
Operational cost of the vehicle	X				
Total cost of ownership* of the vehicle	X				
Technical characteristics and performance of the vehicle (range, max speed, acceleration, weight and dimensions, etc.)	X				
Availability of ZEV models	X				
Compliance with legal requirements (CO2 emission performance standards, corporate sustainability requirements)	X				
Vehicle registration tax		X			
Yearly vehicle taxation		X			
Fiscal treatment of the vehicle		X			
Availability of public recharging/refueling infrastructure			X		
Availability of own (private) recharging/refueling infrastructure	X				

Operation requirements (daily mileage, hours of operation, etc.)	X				
Availability of renewable electricity for recharging of vehicles			X		
Regional/local regulations (e.g., urban vehicle regulations, specific requirements in licensing/concession procedures)	X				
Clients' preferences	X				
Other (please specify)					

D.23 In your view, how important are the following factors in determining the **willingness** of the fleet operators to include zero-emission vehicles in **other corporate lorries fleets**?

	Very important	Important	Somewhat Important	Not Important	No opinion
Purchase cost of the vehicle	X				
Operational cost of the vehicle	X				
Total cost of ownership* of the vehicle	X				
Technical characteristics and performance of the vehicle (range, max speed, acceleration, weight and dimensions, etc.)	X				
Availability of ZEV models	X				
Compliance with legal requirements (CO2 emission performance standards, corporate sustainability requirements)		X			
Vehicle registration tax		X			
Yearly vehicle taxation		X			
Fiscal treatment of the vehicle			X		
Availability of public recharging/refueling infrastructure		X			
Availability of own (private) recharging/refueling infrastructure	X				
Operation requirements (daily mileage, hours of operation, etc.)	X				
Availability of renewable electricity for recharging of vehicles		X			
Regional/local regulations (e.g., urban vehicle regulations, specific requirements in licensing/concession procedures)		X			
Clients' preferences	X				

Other (please specify)					
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D.25. In your view, how important are the following factors in determining the **willingness** of the fleet operators to include zero-emission vehicles in **large fleets of coaches**?

	Very important	Important	Somewhat Important	Not Important	No opinion
Purchase cost of the vehicle	X				
Operational cost of the vehicle	X				
Total cost of ownership* of the vehicle	X				
Technical characteristics and performance of the vehicle (range, max speed, acceleration, weight and dimensions, etc.)		X			
Availability of ZEV models	X				
Compliance with legal requirements (CO2 emission performance standards, corporate sustainability requirements)		X			
Vehicle registration tax		X			
Yearly vehicle taxation		X			
Fiscal treatment of the vehicle		X			
Availability of public recharging/refueling infrastructure	X				
Availability of own (private) recharging/refueling infrastructure	X				
Operation requirements (daily mileage, hours of operation, etc.)	X				
Availability of renewable electricity for recharging of vehicles		X			
Regional/local regulations (e.g., urban vehicle regulations, specific requirements in licensing/concession procedures)		X			
Clients' preferences	X				
Other (please specify)					

D.27 In your view, how important are the following factors in determining the **willingness** of the fleet operators to include zero-emission vehicles in **other corporate coaches fleets**?

	Very important	Important	Somewhat Important	Not Important	No opinion
Purchase cost of the vehicle	X				
Operational cost of the vehicle	X				

Total cost of ownership* of the vehicle	X				
Technical characteristics and performance of the vehicle (range, max speed, acceleration, weight and dimensions, etc.)		X			
Availability of ZEV models	X				
Compliance with legal requirements (CO2 emission performance standards, corporate sustainability requirements)		X			
Vehicle registration tax		X			
Yearly vehicle taxation		X			
Fiscal treatment of the vehicle			X		
Availability of public recharging/refueling infrastructure	X				
Availability of own (private) recharging/refueling infrastructure	X				
Operation requirements (daily mileage, hours of operation, etc.)	X				
Availability of renewable electricity for recharging of vehicles		X			
Regional/local regulations (e.g., urban vehicle regulations, specific requirements in licensing/concession procedures)		X			
Clients' preferences	X				
Other (please specify)					

D.29 In your view, how significant would be **impacts** of a faster shift to zero-emission vehicles (ZEV) in **cars registered by vehicle manufacturers against themselves**, in terms of the following potential benefits?

	Very important	Important	Somewhat Important	Not Important	No opinion
Purchase cost of the vehicle			x		
Operational cost of the vehicle			x		
Total cost of ownership* of the vehicle			x		
Technical characteristics and performance of the vehicle (range, max speed, acceleration, weight and dimensions, etc.)			x		
Availability of ZEV models			x		
Compliance with legal requirements (CO2 emission			x		

performance standards, corporate sustainability requirements)					
Vehicle registration tax			x		
Yearly vehicle taxation			x		
Fiscal treatment of the vehicle			x		
Availability of public recharging/refueling infrastructure			x		
Availability of own (private) recharging/refueling infrastructure			x		
Operation requirements (daily mileage, hours of operation, etc.)			x		
Availability of renewable electricity for recharging of vehicles			x		
Regional/local regulations (e.g., urban vehicle regulations, specific requirements in licensing/concession procedures)			x		
Clients' preferences			x		
Other (please specify)					

D.31. In your view, how significant would be **impacts** of a faster shift to zero-emission vehicles (ZEV) in **leasing car fleets**, in terms of the following potential benefits?

	Very important	Important	Somewhat Important	Not Important	No opinion
Purchase cost of the vehicle			x		
Operational cost of the vehicle			x		
Total cost of ownership* of the vehicle			x		
Technical characteristics and performance of the vehicle (range, max speed, acceleration, weight and dimensions, etc.)			x		
Availability of ZEV models	x				
Compliance with legal requirements (CO2 emission performance standards, corporate sustainability requirements)			x		
Vehicle registration tax			x		
Yearly vehicle taxation			x		
Fiscal treatment of the vehicle			x		
Availability of public recharging/refueling infrastructure		x			

Availability of own (private) recharging/refueling infrastructure		x			
Operation requirements (daily mileage, hours of operation, etc.)			x		
Availability of renewable electricity for recharging of vehicles		x			
Regional/local regulations (e.g., urban vehicle regulations, specific requirements in licensing/concession procedures)		x			
Clients' preferences	x				
Other (please specify)					

D.33 In your view, how significant would be **impacts** of a faster shift to zero-emission vehicles (ZEV) in **rental car fleets**, in terms of the following potential benefits?

	Highly significant	Significant	Somewhat Significant	Not Significant	No opinion
Increase in the share of ZEVs in the total number of vehicles registered in the EU, compared to what would result from the CO ₂ emission performance standards alone	x				
Higher GHG and pollutant emission savings from the same share of ZEVs in the total number of vehicles registered in the EU, due to the relatively higher mileage of corporate vehicles compared to private ones		x			
Faster build-up of second-hand market for ZEVs	x				
Increased market acceptance and public confidence in ZEVs		x			
Other (please specify)					

D.35 In your view, how significant would be **impacts** of a faster shift to zero-emission vehicles (ZEV) in **company cars**, in terms of the following potential benefits?

	Highly significant	Significant	Somewhat Significant	Not Significant	No opinion
Increase in the share of ZEVs in the total number of vehicles registered in the EU, compared to what would result from the CO ₂ emission performance standards alone	x				

Higher GHG and pollutant emission savings from the same share of ZEVs in the total number of vehicles registered in the EU, due to the relatively higher mileage of corporate vehicles compared to private ones	x				
Faster build-up of second-hand market for ZEVs	X				
Increased market acceptance and public confidence in ZEVs	x				
Other (please specify)					

D.37 In your view, how significant would be **impacts** of a faster shift to zero-emission vehicles (ZEV) in **urban mobility services fleets**, in terms of the following potential benefits?

	Highly significant	Significant	Somewhat Significant	Not Significant	No opinion
Increase in the share of ZEVs in the total number of vehicles registered in the EU, compared to what would result from the CO ₂ emission performance standards alone			x		
Higher GHG and pollutant emission savings from the same share of ZEVs in the total number of vehicles registered in the EU, due to the relatively higher mileage of corporate vehicles compared to private ones			x		
Faster build-up of second-hand market for ZEVs		x			
Increased market acceptance and public confidence in ZEVs	x				
Other (please specify)					

D.39. In your view, how significant would be **impacts** of a faster shift to zero-emission vehicles (ZEV) in **other corporate car fleets**, in terms of the following potential benefits?

	Highly significant	Significant	Somewhat Significant	Not Significant	No opinion
Increase in the share of ZEVs in the total number of vehicles registered in the EU, compared to what would result from the CO ₂ emission performance standards alone			x		
Higher GHG and pollutant emission savings from the same			x		

share of ZEVs in the total number of vehicles registered in the EU, due to the relatively higher mileage of corporate vehicles compared to private ones					
Faster build-up of second-hand market for ZEVs		x			
Increased market acceptance and public confidence in ZEVs	x				
Other (please specify)					

D.41. In your view, how significant would be **impacts** of a faster shift to zero-emission vehicles (ZEV) in **van leasing and rental fleets**, in terms of the following potential benefits?

	Highly significant	Significant	Somewhat Significant	Not Significant	No opinion
Increase in the share of ZEVs in the total number of vehicles registered in the EU, compared to what would result from the CO ₂ emission performance standards alone	X				
Higher GHG and pollutant emission savings from the same share of ZEVs in the total number of vehicles registered in the EU, due to the relatively higher mileage of corporate vehicles compared to private ones	x				
Faster build-up of second-hand market for ZEVs	X				
Increased market acceptance and public confidence in ZEVs	X				
Other (please specify)					

D.43. In your view, how significant would be **impacts** of a faster shift to zero-emission vehicles (ZEV) in **large logistics van fleets**, in terms of the following potential benefits?

	Highly significant	Significant	Somewhat Significant	Not Significant	No opinion
Increase in the share of ZEVs in the total number of vehicles registered in the EU, compared to what would result from the CO ₂ emission performance standards alone		X			
Higher GHG and pollutant emission savings from the same share of ZEVs in the total number of vehicles registered in the EU,			X		

due to the relatively higher mileage of corporate vehicles compared to private ones					
Faster build-up of second-hand market for ZEVs	X				
Increased market acceptance and public confidence in ZEVs	X				
Other (please specify)					

D.45. In your view, how significant would be **impacts** of a faster shift to zero-emission vehicles (ZEV) in **other corporate van fleets**, in terms of the following potential benefits?

	Highly significant	Significant	Somewhat Significant	Not Significant	No opinion
Increase in the share of ZEVs in the total number of vehicles registered in the EU, compared to what would result from the CO ₂ emission performance standards alone		X			
Higher GHG and pollutant emission savings from the same share of ZEVs in the total number of vehicles registered in the EU, due to the relatively higher mileage of corporate vehicles compared to private ones			X		
Faster build-up of second-hand market for ZEVs	X				
Increased market acceptance and public confidence in ZEVs	X				
Other (please specify)					

D.47. In your view, how significant would be **impacts** of a faster shift to zero-emission vehicles (ZEV) in **large logistics lorries fleets**, in terms of the following potential benefits?

	Highly significant	Significant	Somewhat Significant	Not Significant	No opinion
Increase in the share of ZEVs in the total number of vehicles registered in the EU, compared to what would result from the CO ₂ emission performance standards alone		X			
Higher GHG and pollutant emission savings from the same share of ZEVs in the total number of vehicles registered in the EU, due to the relatively higher			X		

mileage of corporate vehicles compared to private ones					
Faster build-up of second-hand market for ZEVs		X			
Increased market acceptance and public confidence in ZEVs	X				
Other (please specify)					

D.49. In your view, how significant would be **impacts** of a faster shift to zero-emission vehicles (ZEV) in **other corporate lorries fleets**, in terms of the following potential benefits?

	Highly significant	Significant	Somewhat Significant	Not Significant	No opinion
Increase in the share of ZEVs in the total number of vehicles registered in the EU, compared to what would result from the CO ₂ emission performance standards alone		X			
Higher GHG and pollutant emission savings from the same share of ZEVs in the total number of vehicles registered in the EU, due to the relatively higher mileage of corporate vehicles compared to private ones			X		
Faster build-up of second-hand market for ZEVs	X				
Increased market acceptance and public confidence in ZEVs	X				
Other (please specify)					

D.51. In your view, how significant would be **impacts** of a faster shift to zero-emission vehicles (ZEV) in **large coaches fleets**, in terms of the following potential benefits?

	Highly significant	Significant	Somewhat Significant	Not Significant	No opinion
Increase in the share of ZEVs in the total number of vehicles registered in the EU, compared to what would result from the CO ₂ emission performance standards alone		X			
Higher GHG and pollutant emission savings from the same share of ZEVs in the total number of vehicles registered in the EU, due to the relatively higher mileage of corporate vehicles compared to private ones		X			

Faster build-up of second-hand market for ZEVs		X			
Increased market acceptance and public confidence in ZEVs	x				
Other (please specify)					X

D.53. In your view, how significant would be **impacts** of a faster shift to zero-emission vehicles (ZEV) in **other coaches fleets**, in terms of the following potential benefits?

	Highly significant	Significant	Somewhat Significant	Not Significant	No opinion
Increase in the share of ZEVs in the total number of vehicles registered in the EU, compared to what would result from the CO ₂ emission performance standards alone		X			
Higher GHG and pollutant emission savings from the same share of ZEVs in the total number of vehicles registered in the EU, due to the relatively higher mileage of corporate vehicles compared to private ones		X			
Faster build-up of second-hand market for ZEVs			X		
Increased market acceptance and public confidence in ZEVs	x				
Other (please specify)					X

E. Views on possible initiatives to accelerate the deployment of zero-emission vehicles

A broad range of different actions can be taken at local, regional, national, and European level to accelerate the shift to zero-emission vehicles in specific types of corporate fleets, taking into account their characteristics, operational requirements, and business model. These measures range from voluntary measures such as pledges and commitments, to incentives – both financial and operational (e.g. priority access to specific services, fiscal incentive) – and mandatory measures such as requirements for minimum shares of zero-emission vehicles in new purchases or in the fleet.

In this section, you will be invited to provide your views on the relevance and appropriateness of various possible measures, and on their likely impacts on emissions, ZEV affordability, competitiveness of different market actors, and other aspects.

E.1 In your view, how effective would the following measures be to accelerate the deployment of zero-emission vehicles in **cars registered by vehicle manufacturers against themselves** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very effective	Somewhat effective	Rather not effective	Not effective	No opinion
Fiscal incentives to the purchase of the vehicle		x			
Operational incentives (access to low-emission zones or traffic restricted areas, dedicated parking, use of dedicated lanes, etc.)		x			
Voluntary schemes / commitments by fleet managers and owner based on agreed benchmarks		x			
Right to have necessary recharging/refuelling infrastructure installed at relevant locations	x				
Mandatory share of ZEV in new purchases		x			
Mandatory share of ZEV in the fleet		x			
Other (please specify)					

E.3 In your view, how effective would the following measures be to accelerate the deployment of zero-emission vehicles in **leasing car fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very effective	Somewhat effective	Rather not effective	Not effective	No opinion
Fiscal incentives to the purchase of the vehicle	x				
Specific benefits (access to low-emission zones or traffic restricted areas, dedicated parking, use of dedicated lanes, etc.)	x				

Voluntary schemes / commitments by fleet managers and owner based on agreed benchmarks			x		
Right to have necessary recharging/refuelling infrastructure installed at relevant locations	x				
Requirement for a minimum ZEV share to access fiscal benefits, or to obtain concession/license to operate	x				
Mandatory share of ZEV in new purchases	x				
Mandatory share of ZEV in the fleet	x				
Other (please specify)					

E.5 In your view, how effective would the following measures be to accelerate the deployment of zero-emission vehicles in **rental car fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very effective	Somewhat effective	Rather not effective	Not effective	No opinion
Fiscal incentives to the purchase of the vehicle	x				
Specific benefits (access to low-emission zones or traffic restricted areas, dedicated parking, use of dedicated lanes, etc.)	x				
Voluntary schemes / commitments by fleet managers and owner based on agreed benchmarks		x			
Right to have necessary recharging/refuelling infrastructure installed at relevant locations	x				
Requirement for a minimum ZEV share to access fiscal benefits, or to obtain concession/license to operate	x				
Mandatory share of ZEV in new purchases	x				
Mandatory share of ZEV in the fleet	x				
Other (please specify)					

E.7 In your view, how effective would the following measures be to accelerate the deployment of zero-emission vehicles in **company cars** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very effective	Somewhat effective	Rather not effective	Not effective	No opinion

Fiscal incentives to the purchase of the vehicle	x				
Specific benefits (access to low-emission zones or traffic restricted areas, dedicated parking, use of dedicated lanes, etc.)	x				
Voluntary schemes / commitments by fleet managers and owner based on agreed benchmarks		x			
Right to have necessary recharging/refuelling infrastructure installed at relevant locations	x				
Requirement for a minimum ZEV share to access fiscal benefits, or to obtain concession/license to operate	x				
Mandatory share of ZEV in new purchases	x				
Mandatory share of ZEV in the fleet	x				
Other (please specify)					

E.9 In your view, how effective would the following measures be to accelerate the deployment of zero-emission vehicles in **urban mobility services fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very effective	Somewhat effective	Rather not effective	Not effective	No opinion
Fiscal incentives to the purchase of the vehicle	x				
Specific benefits (access to low-emission zones or traffic restricted areas, dedicated parking, use of dedicated lanes, etc.)	x				
Voluntary schemes / commitments by fleet managers and owner based on agreed benchmarks			x		
Right to have necessary recharging/refuelling infrastructure installed at relevant locations	x				
Requirement for a minimum ZEV share to access fiscal benefits, or to obtain concession/license to operate	x				
Mandatory share of ZEV in new purchases	x				
Mandatory share of ZEV in the fleet	x				
Other (please specify)					

E.11 In your view, how effective would the following measures be to accelerate the deployment of zero-emission vehicles in **other corporate car fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very effective	Somewhat effective	Rather not effective	Not effective	No opinion
Fiscal incentives to the purchase of the vehicle	x				
Specific benefits (access to low-emission zones or traffic restricted areas, dedicated parking, use of dedicated lanes, etc.)	x				
Voluntary schemes / commitments by fleet managers and owner based on agreed benchmarks			x		
Right to have necessary recharging/refuelling infrastructure installed at relevant locations	x				
Requirement for a minimum ZEV share to access fiscal benefits, or to obtain concession/license to operate	x				
Mandatory share of ZEV in new purchases	x				
Mandatory share of ZEV in the fleet	x				
Other (please specify)					

E.13 In your view, how effective would the following measures be to accelerate the deployment of zero-emission vehicles in **van rental and leasing fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very effective	Somewhat effective	Rather not effective	Not effective	No opinion
Fiscal incentives to the purchase of the vehicle	x				
Specific benefits (access to low-emission zones or traffic restricted areas, dedicated parking, use of dedicated lanes, etc.)	x				
Voluntary schemes / commitments by fleet managers and owner based on agreed benchmarks		x			
Right to have necessary recharging/refuelling infrastructure installed at relevant locations	x				
Requirement for a minimum ZEV share to access fiscal benefits, or to obtain concession/license to operate	x				

Mandatory share of ZEV in new purchases	x				
Mandatory share of ZEV in the fleet	x				
Other (please specify)					

E.15 In your view, how effective would the following measures be to accelerate the deployment of zero-emission vehicles in **large logistics vans fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very effective	Somewhat effective	Rather not effective	Not effective	No opinion
Fiscal incentives to the purchase of the vehicle		x			
Specific benefits (access to low-emission zones or traffic restricted areas, dedicated parking, use of dedicated lanes, etc.)	x				
Voluntary schemes / commitments by fleet managers and owner based on agreed benchmarks		x			
Right to have necessary recharging/refuelling infrastructure installed at relevant locations	x				
Requirement for a minimum ZEV share to access fiscal benefits, or to obtain concession/license to operate	x				
Mandatory share of ZEV in new purchases	X				
Mandatory share of ZEV in the fleet	x				
Other (please specify)					

E.17 In your view, how effective would the following measures be to accelerate the deployment of zero-emission vehicles in **other corporate vans fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very effective	Somewhat effective	Rather not effective	Not effective	No opinion
Fiscal incentives to the purchase of the vehicle	x				
Specific benefits (access to low-emission zones or traffic restricted areas, dedicated parking, use of dedicated lanes, etc.)	x				
Voluntary schemes / commitments by fleet managers and owner based on agreed benchmarks		x			

Right to have necessary recharging/refuelling infrastructure installed at relevant locations	x				
Requirement for a minimum ZEV share to access fiscal benefits, or to obtain concession/license to operate	x				
Mandatory share of ZEV in new purchases	x				
Mandatory share of ZEV in the fleet	x				
Other (please specify)					

E.19 In your view, how effective would the following measures be to accelerate the deployment of zero-emission vehicles in **large logistics lorries fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very effective	Somewhat effective	Rather not effective	Not effective	No opinion
Fiscal incentives to the purchase of the vehicle		X			
Specific benefits (access to low-emission zones or traffic restricted areas, dedicated parking, use of dedicated lanes, etc.)	X				
Voluntary schemes / commitments by fleet managers and owner based on agreed benchmarks		X			
Right to have necessary recharging/refuelling infrastructure installed at relevant locations	X				
Requirement for a minimum ZEV share to access fiscal benefits, or to obtain concession/license to operate	X				
Mandatory share of ZEV in new purchases	X				
Mandatory share of ZEV in the fleet			X		
Other (please specify)					

E.21 In your view, how effective would the following measures be to accelerate the deployment of zero-emission vehicles in **other corporate lorries fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very effective	Somewhat effective	Rather not effective	Not effective	No opinion
Fiscal incentives to the purchase of the vehicle	x				

Specific benefits (access to low-emission zones or traffic restricted areas, dedicated parking, use of dedicated lanes, etc.)	x				
Voluntary schemes / commitments by fleet managers and owner based on agreed benchmarks		x			
Right to have necessary recharging/refuelling infrastructure installed at relevant locations	x				
Requirement for a minimum ZEV share to access fiscal benefits, or to obtain concession/license to operate	x				
Mandatory share of ZEV in new purchases	x			x	
Mandatory share of ZEV in the fleet	x				
Other (please specify)					

E.23 In your view, how effective would the following measures be to accelerate the deployment of zero-emission vehicles in **large coaches fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very effective	Somewhat effective	Rather not effective	Not effective	No opinion
Fiscal incentives to the purchase of the vehicle	x				
Specific benefits (access to low-emission zones or traffic restricted areas, dedicated parking, use of dedicated lanes, etc.)	x				
Voluntary schemes / commitments by fleet managers and owner based on agreed benchmarks		x			
Right to have necessary recharging/refuelling infrastructure installed at relevant locations	x				
Requirement for a minimum ZEV share to access fiscal benefits, or to obtain concession/license to operate	x			x	
Mandatory share of ZEV in new purchases	x				
Mandatory share of ZEV in the fleet	x				
Other (please specify)					

E.25 In your view, how effective would the following measures be to accelerate the deployment of zero-emission vehicles in **other corporate coaches fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very effective	Somewhat effective	Rather not effective	Not effective	No opinion
Fiscal incentives to the purchase of the vehicle	x				
Specific benefits (access to low-emission zones or traffic restricted areas, dedicated parking, use of dedicated lanes, etc.)	x				
Voluntary schemes / commitments by fleet managers and owner based on agreed benchmarks		x			
Right to have necessary recharging/refuelling infrastructure installed at relevant locations	x				
Requirement for a minimum ZEV share to access fiscal benefits, or to obtain concession/license to operate	x				
Mandatory share of ZEV in new purchases	x				
Mandatory share of ZEV in the fleet	x				
Other (please specify)					

E.27 In your view, what would be the impacts of **incentives and voluntary measures** (e.g. fiscal incentives, voluntary schemes, pledges) to accelerate the deployment of zero-emission vehicles in **cars registered by vehicle manufacturers against themselves** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)		x				
On the price of new ZEVs (negative = increase in price, positive = decrease)				X		
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)	x					
On innovation and global competitiveness of EU vehicle manufacturers (negative =		x				

decreased competitiveness, positive = increased competitiveness)						
On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness, positive = increased competitiveness)		x				
On the competitiveness of other EU market actors making use of those corporate fleets (negative = decreased competitiveness, positive = increased competitiveness)		x				
On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)			x			
Other (please specify)						

E.29 In your view, what would be the impacts of **incentives and voluntary measures** (e.g. fiscal incentives, voluntary schemes, pledges) to accelerate the deployment of zero-emission vehicles in **leasing car fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)	x					
On the price of new ZEVs (negative = increase in price, positive = decrease)				X		
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)		x				
On innovation and global competitiveness of EU vehicle manufacturers (negative = decreased competitiveness, positive = increased competitiveness)		x				
On the competitiveness of corporate fleet owners and operators (negative =		x				

decreased competitiveness, positive = increased competitiveness)						
On the competitiveness of other EU market actors making use of those corporate fleets (negative = decreased competitiveness, positive = increased competitiveness)		x				
On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)			x			
Other (please specify)						

E.31 In your view, what would be the impacts of **incentives and voluntary measures** (e.g. fiscal incentives, voluntary schemes, pledges) to accelerate the deployment of zero-emission vehicles in **rental car fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)	x					
On the price of new ZEVs (negative = increase in price, positive = decrease)				x		
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)		x				
On innovation and global competitiveness of EU vehicle manufacturers (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness, positive = increased competitiveness)		x				
On the competitiveness of other EU market actors making use of those corporate fleets		x				

(negative = decreased competitiveness, positive = increased competitiveness)						
On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)			x			
Other (please specify)						

E.33 In your view, what would be the impacts of **incentives and voluntary measures** (e.g. fiscal incentives, voluntary schemes, pledges) to accelerate the deployment of zero-emission vehicles in **company cars** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)	x					
On the price of new ZEVs (negative = increase in price, positive = decrease)				x		
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)		x				
On innovation and global competitiveness of EU vehicle manufacturers (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of other EU market actors making use of those corporate fleets (negative = decreased competitiveness, positive = increased competitiveness)			x			
On regulatory burden and administrative costs (negative = increased burden/costs,			x			

positive = decreased burden/costs)						
Other (please specify)						

E.35 In your view, what would be the impacts of **incentives and voluntary measures** (e.g. fiscal incentives, voluntary schemes, pledges) to accelerate the deployment of zero-emission vehicles in **urban mobility services fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)		x				
On the price of new ZEVs (negative = increase in price, positive = decrease)				x		
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)		x				
On innovation and global competitiveness of EU vehicle manufacturers (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of other EU market actors making use of those corporate fleets (negative = decreased competitiveness, positive = increased competitiveness)			x			
On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)			x			
Other (please specify)						

E.37 In your view, what would be the impacts of **incentives and voluntary measures** (e.g. fiscal incentives, voluntary schemes, pledges) to accelerate the deployment of zero-emission vehicles in **other corporate car fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)		x				
On the price of new ZEVs (negative = increase in price, positive = decrease)				x		
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)		x				
On innovation and global competitiveness of EU vehicle manufacturers (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of other EU market actors making use of those corporate fleets (negative = decreased competitiveness, positive = increased competitiveness)			x			
On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)			x			
Other (please specify)						

E.39 In your view, what would be the impacts of **incentives and voluntary measures** (e.g. fiscal incentives, voluntary schemes, pledges) to accelerate the deployment of zero-emission vehicles in **van rental and leasing fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive	Negative	Very negative	No opinion
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			nor negative			
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)	x					
On the price of new ZEVs (negative = increase in price, positive = decrease)			X			
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)		x				
On innovation and global competitiveness of EU vehicle manufacturers (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of other EU market actors making use of those corporate fleets (negative = decreased competitiveness, positive = increased competitiveness)			x			
On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)			x			
Other (please specify)						

E.41 In your view, what would be the impacts of **incentives and voluntary measures** (e.g. fiscal incentives, voluntary schemes, pledges) to accelerate the deployment of zero-emission vehicles in **large logistics fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)		x				

On the price of new ZEVs (negative = increase in price, positive = decrease)			X			
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)		x				
On innovation and global competitiveness of EU vehicle manufacturers (negative = decreased competitiveness, positive = increased competitiveness)			X			
On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of other EU market actors making use of those corporate fleets (negative = decreased competitiveness, positive = increased competitiveness)			x			
On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)			x			
Other (please specify)						

E.43 In your view, what would be the impacts of **incentives and voluntary measures** (e.g. fiscal incentives, voluntary schemes, pledges) to accelerate the deployment of zero-emission vehicles in **other corporate van fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)		x				
On the price of new ZEVs (negative = increase in price, positive = decrease)				x		
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)		x				

On innovation and global competitiveness of EU vehicle manufacturers (negative = decreased competitiveness, positive = increased competitiveness)			X			
On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of other EU market actors making use of those corporate fleets (negative = decreased competitiveness, positive = increased competitiveness)			x			
On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)			x			
Other (please specify)						

E.45 In your view, what would be the impacts of **incentives and voluntary measures** (e.g. fiscal incentives, voluntary schemes, pledges) to accelerate the deployment of zero-emission vehicles in **large logistics lorries fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)		x				
On the price of new ZEVs (negative = increase in price, positive = decrease)				x		
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)		x				
On innovation and global competitiveness of EU vehicle manufacturers (negative = decreased competitiveness, positive = increased competitiveness)		x				

On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of other EU market actors making use of those corporate fleets (negative = decreased competitiveness, positive = increased competitiveness)			x			
On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)			x			
Other (please specify)						

E47In your view, what would be the impacts of **incentives and voluntary measures** (e.g. fiscal incentives, voluntary schemes, pledges) to accelerate the deployment of zero-emission vehicles in **other corporate lorries fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)		x				
On the price of new ZEVs (negative = increase in price, positive = decrease)			X			
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)		x				
On innovation and global competitiveness of EU vehicle manufacturers (negative = decreased competitiveness, positive = increased competitiveness)		X				
On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness, positive = increased competitiveness)			x			

On the competitiveness of other EU market actors making use of those corporate fleets (negative = decreased competitiveness, positive = increased competitiveness)			x			
On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)			x			
Other (please specify)						

E.49 In your view, what would be the impacts of **incentives and voluntary measures** (e.g. fiscal incentives, voluntary schemes, pledges) to accelerate the deployment of zero-emission vehicles in **large coaches fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)		x				
On the price of new ZEVs (negative = increase in price, positive = decrease)				x		
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)		x				
On innovation and global competitiveness of EU vehicle manufacturers (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of other EU market actors making use of those corporate fleets (negative = decreased competitiveness, positive = increased competitiveness)			x			

On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)			x			
Other (please specify)						

E.51 In your view, what would be the impacts of **incentives and voluntary measures** (e.g. fiscal incentives, voluntary schemes, pledges) to accelerate the deployment of zero-emission vehicles in **other corporate coaches fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)		x				
On the price of new ZEVs (negative = increase in price, positive = decrease)				x		
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)		x				
On innovation and global competitiveness of EU vehicle manufacturers (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of other EU market actors making use of those corporate fleets (negative = decreased competitiveness, positive = increased competitiveness)			x			
On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)			x			
Other (please specify)						

E.53 In your view, what would be the impacts of **mandatory measures** (e.g. mandatory shares of ZEV) to accelerate the deployment of zero-emission vehicles in **cars registered by vehicle manufacturers against themselves** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)		x				
On the price of new ZEVs (negative = increase in price, positive = decrease)				x		
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)		x				
On innovation and global competitiveness of EU vehicle manufacturers (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of other EU market actors making use of those corporate fleets (negative = decreased competitiveness, positive = increased competitiveness)			x			
On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)			x			
Other (please specify)						

E.55 In your view, what would be the impacts of **mandatory measures** (e.g. mandatory shares of ZEV) to accelerate the deployment of zero-emission vehicles in **leasing car fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion

			nor negative			
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)	X					
On the price of new ZEVs (negative = increase in price, positive = decrease)				x		
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)		x				
On innovation and global competitiveness of EU vehicle manufacturers (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of other EU market actors making use of those corporate fleets (negative = decreased competitiveness, positive = increased competitiveness)			x			
On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)			x			
Other (please specify)						

E.57 In your view, what would be the impacts of **mandatory measures** (e.g. mandatory shares of ZEV) to accelerate the deployment of zero-emission vehicles in **rental car fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)	x					

On the price of new ZEVs (negative = increase in price, positive = decrease)				x		
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)		x				
On innovation and global competitiveness of EU vehicle manufacturers (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of other EU market actors making use of those corporate fleets (negative = decreased competitiveness, positive = increased competitiveness)			x			
On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)			x			
Other (please specify)						

E.59 In your view, what would be the impacts of **mandatory measures** (e.g. mandatory shares of ZEV) to accelerate the deployment of zero-emission vehicles in **company cars** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)	x					
On the price of new ZEVs (negative = increase in price, positive = decrease)				x		
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)		x				

On innovation and global competitiveness of EU vehicle manufacturers (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of other EU market actors making use of those corporate fleets (negative = decreased competitiveness, positive = increased competitiveness)			x			
On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)			x			
Other (please specify)						

E.61 In your view, what would be the impacts of **mandatory measures** (e.g. mandatory shares of ZEV) to accelerate the deployment of zero-emission vehicles in **urban mobility services fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)		x				
On the price of new ZEVs (negative = increase in price, positive = decrease)				x		
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)		x				
On innovation and global competitiveness of EU vehicle manufacturers (negative = decreased competitiveness, positive = increased competitiveness)			x			

On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of other EU market actors making use of those corporate fleets (negative = decreased competitiveness, positive = increased competitiveness)			x			
On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)			x			
Other (please specify)						

E.63 In your view, what would be the impacts of **mandatory measures** (e.g. mandatory shares of ZEV) to accelerate the deployment of zero-emission vehicles in **other corporate car fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)	x					
On the price of new ZEVs (negative = increase in price, positive = decrease)				x		
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)				x		
On innovation and global competitiveness of EU vehicle manufacturers (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness, positive = increased competitiveness)			x			

On the competitiveness of other EU market actors making use of those corporate fleets (negative = decreased competitiveness, positive = increased competitiveness)			x			
On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)			x			
Other (please specify)						

E.65 In your view, what would be the impacts of **mandatory measures** (e.g. mandatory shares of ZEV) to accelerate the deployment of zero-emission vehicles in **van rental and leasing fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)	x					
On the price of new ZEVs (negative = increase in price, positive = decrease)				x		
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)		x				
On innovation and global competitiveness of EU vehicle manufacturers (negative = decreased competitiveness, positive = increased competitiveness)		X				
On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of other EU market actors making use of those corporate fleets (negative = decreased competitiveness, positive = increased competitiveness)			x			

On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)			x			
Other (please specify)						

E.67 In your view, what would be the impacts of **mandatory measures** (e.g. mandatory shares of ZEV) to accelerate the deployment of zero-emission vehicles in **large logistics fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)	X					
On the price of new ZEVs (negative = increase in price, positive = decrease)				X		
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)		x				
On innovation and global competitiveness of EU vehicle manufacturers (negative = decreased competitiveness, positive = increased competitiveness)		x				
On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of other EU market actors making use of those corporate fleets (negative = decreased competitiveness, positive = increased competitiveness)			x			
On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)			x			
Other (please specify)						

E.69 In your view, what would be the impacts of **mandatory measures** (e.g. mandatory shares of ZEV) to accelerate the deployment of zero-emission vehicles in **other corporate van fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)		x				
On the price of new ZEVs (negative = increase in price, positive = decrease)				x		
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)		x				
On innovation and global competitiveness of EU vehicle manufacturers (negative = decreased competitiveness, positive = increased competitiveness)		x				
On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness, positive = increased competitiveness)			x			
On the competitiveness of other EU market actors making use of those corporate fleets (negative = decreased competitiveness, positive = increased competitiveness)			x			
On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)			x			
Other (please specify)						

E.71 In your view, what would be the impacts of **mandatory measures** (e.g. mandatory shares of ZEV) to accelerate the deployment of zero-emission vehicles in **large logistics lorries fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion

On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)	X					
On the price of new ZEVs (negative = increase in price, positive = decrease)				X		
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)		X				
On innovation and global competitiveness of EU vehicle manufacturers (negative = decreased competitiveness, positive = increased competitiveness)		X				
On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness, positive = increased competitiveness)			X			
On the competitiveness of other EU market actors making use of those corporate fleets (negative = decreased competitiveness, positive = increased competitiveness)			X			
On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)			X			
Other (please specify)						

E.73 In your view, what would be the impacts of **mandatory measures** (e.g. mandatory shares of ZEV) to accelerate the deployment of zero-emission vehicles in **other corporate lorries fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)		X				
On the price of new ZEVs (negative = increase in price, positive = decrease)				X		

On the price of second-hand ZEVs (negative = increase in price, positive = decrease)		x				
On innovation and global competitiveness of EU vehicle manufacturers (negative = decreased competitiveness, positive = increased competitiveness)	X					
On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness, positive = increased competitiveness)		X				
On the competitiveness of other EU market actors making use of those corporate fleets (negative = decreased competitiveness, positive = increased competitiveness)						X
On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)				x		
Other (please specify)						

E.75 In your view, what would be the impacts of **mandatory measures** (e.g. mandatory shares of ZEV) to accelerate the deployment of zero-emission vehicles in **large coaches fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)		X				
On the price of new ZEVs (negative = increase in price, positive = decrease)				x		
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)			X			
On innovation and global competitiveness of EU vehicle manufacturers (negative =	x					

decreased competitiveness, positive = increased competitiveness)						
On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness, positive = increased competitiveness)		X				
On the competitiveness of other EU market actors making use of those corporate fleets (negative = decreased competitiveness, positive = increased competitiveness)		X				
On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)				X		
Other (please specify)						

E.77 In your view, what would be the impacts of **mandatory measures** (e.g. mandatory shares of ZEV) to accelerate the deployment of zero-emission vehicles in **other corporate coaches fleets** (assuming that the level of ambition for each measure is set at a comparable level)?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	No opinion
On GHG and pollutant emissions (negative = increased emissions, positive = emission reductions)		X				
On the price of new ZEVs (negative = increase in price, positive = decrease)				x		
On the price of second-hand ZEVs (negative = increase in price, positive = decrease)		x				
On innovation and global competitiveness of EU vehicle manufacturers (negative = decreased competitiveness, positive = increased competitiveness)	X					
On the competitiveness of corporate fleet owners and operators (negative = decreased competitiveness,		X				

positive = increased competitiveness)						
On the competitiveness of other EU market actors making use of those corporate fleets (negative = decreased competitiveness, positive = increased competitiveness)		x				
On regulatory burden and administrative costs (negative = increased burden/costs, positive = decreased burden/costs)			x			
Other (please specify)						

E.79 In your view, what is the importance of different factors in identifying corporate fleets to be addressed in possible initiatives to increase the share of zero-emission vehicles?

	Important	Somewhat important	Not important	No opinion
The vehicle category (car, van, lorry, coach)	x			
The type of fleet (rental, lease, company car, etc.)		X		
The type of entity owning the fleet (SME, large company, etc.)	X			
The size of the fleet (e.g., fleets of more than X vehicles)	X			
Other (please specify)				

E.81 How would you rank initiatives to accelerate the switch to zero-emission vehicles in different corporate fleets, in terms of priority ?

	High priority	Medium priority	Low priority	Should not be addressed	No opinion
Car registered by vehicle manufacturers against themselves			x		
Leasing car fleets	x				
Rental car fleets	x				
Company cars	x				
Urban mobility service fleets		x			
Other corporate car fleets		x			
Van rental and leasing fleets	x				
Large logistics van fleets		x			
Other corporate van fleets		X			
Large logistics lorries fleets		X			
Other corporate lorries fleets		X			
Large coaches fleets	X				
Other corporate coaches fleets	x				

E.82 In your view, what is the most appropriate level to take possible initiatives to accelerate the uptake of zero-emission vehicles?

	Local/regional	National	EU	Should not be addressed	No opinion
Car registered by vehicle manufacturers against themselves			X		
Leasing car fleets			X		
Rental car fleets		X			
Company cars			X		
Urban mobility service fleets		X			
Other corporate car fleets		X			
Van rental and leasing fleets		X			
Large logistics van fleets		X			
Other corporate van fleets		X			
Large logistics lorries fleets			X		
Other corporate lorries fleets			X		
Large coaches fleets			X		
Other corporate coaches fleets			X		

E.83 In your view, what is the minimum size of different types of corporate fleets that should be subject to possible initiatives to accelerate the uptake of zero-emission vehicles?

	2 or more vehicles	10 or more vehicles	100 or more vehicles	1.000 or more vehicles	Should not be addressed
Car registered by vehicle manufacturers against themselves			X		
Leasing car fleets				X	
Rental car fleets			X		
Company cars			X		
Urban mobility service fleets		X			
Other corporate car fleets			X		
Van rental and leasing fleets		X			
Large logistics <i>van</i> fleets		X			
Other corporate <i>van</i> fleets		X			
Large logistics lorries fleets		X			
Other corporate lorries fleets		X			
Large coaches fleets		X			
Other corporate coaches fleets		X			

E.84 If you wish to add further information or comments - within the scope of this questionnaire - please feel free to do so here. *3000 character(s) maximum*

The Netherlands supports the *Greening Corporate Fleets* initiative for several reasons. Firstly, demand stimulation is an effective instrument to accelerate the adoption of zero-emission vehicles. The majority of new vehicles are purchased by companies: More than

50% of new sales of passenger cars and almost all vans, trucks and coaches. Measures that focus on new sales by companies are therefore particularly effective in making the fleet more sustainable. Secondly, European measures that stimulate the demand of corporate zero-emission vehicles provides clarity to vehicle manufacturers that there is a market for zero-emission vehicles, now and in the future. The current European policy framework, with the European CO₂ standards for light and heavy vehicles, mainly focuses on developing the supply of zero-emissions vehicles. Options for European demand stimulation are diverse and range from non-binding measures (e.g. tax incentives, voluntary schemes and promises), measures to stimulate preconditions (such as the rollout of charging and refueling infrastructure) and mandatory measures (such as a mandatory share of zero-emission vehicles in the new sales and/or the mobile fleet).

The Netherlands therefore advocates the following in the public consultation:

- The Netherlands is in favor of European measures that stimulate the demand for zero-emission corporate vehicles.
- The Netherlands first calls for further research. A balanced legislation for demand stimulation should lead to the greatest possible adoption of emission-free vehicles.
- It is important for the Netherlands that such a scheme does not distort the market, does not create an uneven playing field and spares small and medium-sized businesses as much as possible.
- We assume public fleets are exempt from this initiative, as these are already regulated under the Clean Vehicles Directive. We believe that the scope of any initiatives for legislation or policy based on the input for this public consultation, should carefully consider the ability of public authorities to transition to zero-emission vehicles.
- The Netherlands calls on the Commission to take various design choices into account: For light vehicles (such as passenger cars and vans), the possibility should be investigated of not imposing fleet standards on leasing companies, but on companies that purchase, lease or rent vehicles for their own business operations/services. For heavy-duty vehicles (such as trucks and tractor-semitrailer combinations), the possibility should be investigated of not imposing fleet standards on carriers but on large shippers, obliging them to carry zero-emission logistical operations.