



## EUROPEAN COMMISSION

Brussels, 24.7.2018  
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*Dear Chair,*

*The Commission would like to thank the Poslanecká sněmovna for its Opinion on the second Mobility Package {COM(2017) 653 final, COM(2017) 647 final, COM(2017) 648 final, COM(2017) 676 final, COM(2017) 675 final and COM(2017) 652 final}.*

*The Commission is pleased that the Poslanecká sněmovna agrees with the reasons and objectives of the revision of the Clean Vehicles Directive. It shares the view that the public sector should lead by example in the field of deployment of clean mobility. Discussions regarding the scope and the level of ambition of the revision of the Directive have started in the Council in a constructive manner and the Commission is committed to assisting this process.*

*The Commission takes seriously the points raised by the Poslanecká sněmovna in relation to different aspects of the proposals on Clean Vehicles and Alternative Fuels Infrastructure and is pleased to have this opportunity to provide a number of clarifications.*

*In particular, the Commission would like to underline that the objective of the proposal on Clean Vehicles is to set minimum national targets to ensure a consistent approach across the European Union's internal market, to provide clear market signals and certainty to investors, and to accelerate the uptake of low- and zero-emission vehicles. Competitiveness is therefore a key consideration in the Commission's proposal.*

*The Commission would like to clarify that the minimum targets vary by Member State, but never exceed the 35 per cent share at national level for the light-duty vehicles (for the Czech Republic the minimum share is 27 per cent). This approach ensures that procurement of vehicles sets a certain market impulse for those vehicles offering substantial emission reductions, while leaving a large flexibility for authorities under the national implementation of the minimum target. Natural gas and other vehicles that do not meet the emission thresholds are not excluded from public procurement; they can be purchased outside the obligation to implement the minimum target.*

*Mr Ondřej BENEŠÍK  
Chairman of the Committee for European Affairs  
Poslanecká sněmovna  
Sněmovní 4  
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*cc Mr Radek VONDRÁČEK  
President  
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*The Commission agrees with the importance of technological neutrality, and recalls that the Clean Vehicles proposal's definition of clean light-duty vehicle follows a technology-neutral approach based on tailpipe emission thresholds. On the other hand, Directive 2014/94 addresses more broadly issues of energy and climate, including fuel security. The Commission sees the two instruments as complementary, but distinct; their specific objectives and scope justify the differences in the type of vehicles and fuels covered under their scope. Changing the light duty vehicle definition in the proposal for the revision of Directive 2009/33 would run the risk of undermining the key objective of the revision, namely to set an impulse for emissions reductions. It would also put at risk the current coherence with the proposal for the post 2020 CO<sub>2</sub> emission performance standards for light-duty cars and vans. The definition of heavy-duty vehicles in the proposal contains a broader range of alternative fuels as an intermediate solution. Due to the lack of emission-performance standards for heavy-duty vehicles a technological-neutral approach based on tailpipe emission thresholds cannot be implemented. This is why the proposal foresees the possibility of changing this approach, without changing the overall level of ambition, by means of a delegated act, once emission performance standards for trucks and buses are in force.*

*Finally, the Commission would like to draw the attention of the Poslanecká sněmovna to the comprehensive approach adopted under the second Mobility Package, the proposals it contains representing a mix of both supply-side and demand-side measures. These are aimed at stimulating the market take-up of low- and zero-emissions vehicles as well as ensuring that the appropriate infrastructure is in place across the Union, and in particular in urban and suburban areas.*

*The points made above are based on the initial proposal presented by the Commission, which is currently in the legislative process involving both the European Parliament and the Council.*

*The Commission hopes that these clarifications address the issues raised by the Poslanecká sněmovna and looks forward to continuing the political dialogue in the future.*

*Yours faithfully,*

*Frans Timmermans  
First Vice-President*

*Violeta Bulc  
Member of the Commission*