

**Open Letter to Commissioner Thierry Breton,**  
**9<sup>th</sup> November 2022**

Dear Commissioner Breton,

To reach EU Green Deal objectives, electric vehicles are a key to rebalancing the modal shares and encouraging a greater use of energy-efficient modes with the highest electrification rates. As Chair of the Platform for electromobility, where almost fifty organisations across the whole value chain of all electric mobility modes, representing both industries and civil society, work together, I believe strong teamwork with policymakers is essential.

As a first step in a cooperation I wish the closest possible with you and your team, I would like to reassure you on the following points you recently raised in the press:

Defending European employment is, rightfully, an extremely valuable concern. A recent [study](#) predicts that EVs will have only a minor net impact on jobs through 2030, contrary to what some observers expect. While direct employment in ICE-focused suppliers will decrease by 5%, more than 580,000 new jobs will be created by shift to EVs, including the whole automotive ecosystem, energy production and charging infrastructure. These figures should not, indeed, obscure the massive structural changes resulting from the shift to electrification. By 2030, 42% of all employees in the core automotive and adjacent industries will have dedicated training needs. We support the Commission's proposal to make 2023 the EU Year of Skills and company workers and employers in the transition.

Even if electric cars were to represent 50% of the automotive fleet in 2035 in the EU (about 125 million vehicles), the entire electric fleet would consume less than 9% of the total electricity consumption in Europe. This represents a 0.5% increase in electricity demand per year, while the annual growth of electricity consumption has amounted to 1.3% per year since 1990. Furthermore, the build-out of renewable energy sources will be able to further sustain the uptake of EVs.

In addition, smart charging must not be overlooked as the main asset for overcoming these hurdles for our grid, with EVs capable of bringing flexibility to the system in the future. Smart charging can reduce CO<sub>2</sub> by an estimated annual 600,000 tons by 2030, through the greater integration of renewables in the grid.

The Alternative Fuels Infrastructure Directive, turned into a Regulation will ensure a strong, rapid and more uniform implementation in all Member States. But we urge you not to forget the deployment of private charging is of the utmost importance for encouraging the growth of electromobility, as 90% of all charging takes place at home or in the workplace. The EPBD is currently being revised to ensure a strong legislative framework.

Dependency on raw materials are another legitimate concern. But as voted by the European Parliament in the Battery Regulation, ambitious deadlines for recycling and material recovery conditions for batteries on the European market whether they are imported or not is an important step to ensure sustainable supply which will be completed by the European Critical Material Act.

Those legislative progresses were made possible by a closer discussion between stakeholders and legislators. The Platform for electromobility, and all its members individually, therefore, look forward to working closely with you to make the transition to zero-emission mobility a European success.

**Amélie Pans,**  
Chair of the Platform for electromobility,