

**Céline Domecq**

Chairs of the Platform for Electromobility

**Commissioner-designate Hoekstra,**

Directorate-General for Climate Action (DG CLIMA)

CC: Executive-Vice-President-Designate Teresa Ribera

Executive-Vice-President-Designate Stéfane Séjourné

**21<sup>st</sup> October 2024**

Dear Commissioner-designate Mr. Hoekstra,

We are pleased to write to you following your appointment as Commissioner-designate for Climate, Net Zero and Clean Growth. I gladly share the recommendations of the Platform for Electromobility below.

**The Clean Industrial deal's success relies on stable legislation  
on both demand and supply sides**

*Our recommendations for Wopke Hoekstra  
Commissioner-designate for Climate, Net-Zero and Clean Growth*

As a new EU mandate begins, the members of the Platform for Electromobility remain dedicated to advancing sustainable transport solutions that drive decarbonisation across all land transport modes in Europe. To achieve this and support Europe in its energy transition, it is crucial to align supply-side policies and strong demand-side measures to ensure a successful decarbonisation of transport; one of the EU's most polluting sectors. This will require a balanced approach where climate goals are met while addressing the needs of citizens, consumers, and industry. A coordinated effort between the European Green Deal and a Clean Industrial Deal will be key to driving sustainable progress and maintaining Europe's leadership in clean mobility.

Below, we outline our recommended priorities for the incoming Commissioner for Climate, Net-Zero and Clean Growth for ensuring that European climate policies consider industries and consumers needs while meeting Europe's long-term climate objectives.

**1/ Supply side policies: a steady regulatory framework covering the whole value chain**

The Clean Industrial Deal should complement and perfect the European Green Deal, rather than replace it. The two packages must work together to achieve Europe's climate and industrial goals, particularly as we enter a period of rapid transformation in the transport and mobility sectors. Industrial policy should enable –not dilute– the climate targets that the EU has committed to, ensuring Europe maintains its leadership in clean transportation deployment.

When it comes to decarbonation of transport, legislative clarity and objectives are key. This is particularly true to ensure the successful roll-out of zero-emission vehicles by 2035. We must first

safeguard such a flagship target while ensuring that consumers—whether individuals or businesses—are buying-in to the transition and support European car manufacturers in this centurial challenge.

The Platform for Electromobility is very concerned by recent statements calling on the incoming European Commission to reverse the already agreed on CO2 Standards for cars and vans. Today, the 2035 zero emission cars goal is Europe’s most straight-forward EV industrial strategy bringing vital investments to European companies. We thus strongly warn against undermining key EU legislation already agreed by MEPs and EU countries in the last legislative period. Attracting investments to create the net-zero industrial ecosystem for zero-emission mobility is not possible without a **consistent, clear regulatory framework**. To “hit reverse” now would also significantly penalise all industrial actors, including many of our members, who have already invested in this transition (automotive, batteries, infrastructure, etc.).

More details: [Reversing the 2035 zero emission cars goal will harm EU industry](#)

#### **Key policy asks:**

- Ensure the continued implementation of the 2035 zero-emission vehicles target to maintain regulatory certainty and attract investment.
- Ensure swift and coherent implementation at national level of other Green Deal measures notably related to charging infrastructures and renewable energies.

The Platform for Electromobility sees the European Green Deal as a long-term strategy to ensure Europe’s global competitiveness and climate leadership. This long-term strategy should now be accompanied by an actionable industrial policy plan. Any such future industrial policy, to be comprehensive, should include a focus on the electromobility manufacturing ecosystem. We underline the need for a holistic approach, covering the entire value chain for clean transport solutions (upstream and downstream) and understanding the particularities of Europe industrial and transport systems. Finally, industrial policy should rely on a stable regulatory framework and reinforced international cooperation.

- ➡ We advocate for a **360° e-mobility industry strategy** that addresses the full value chain—from raw materials to end products—across all modes of sustainable transportation. This includes a focus on upstream (refining) and downstream (recycling) sectors to strengthen Europe’s industrial base. Additionally, we stress the need for policies to address energy-cost disparities and support public procurement that favours European-made products. It is also crucial to support workers in transitioning to new skills required for the green economy.

More details: [Five steps towards a 360° e-mobility industry strategy](#)

More details: [Invest skills for competitive, sustainable, European transport industries](#)

- ➡ Given the escalating climate investment gap, we propose the creation of a comprehensive **Net Zero Investment Plan**. This plan should not only focus on innovation but also provide limited-in-time yet predictable support for operating expenses and production. It should consider higher-risk ventures and be structured under the EU Multi Financial Framework and new bond issuance programs. Coordination of state aid measures at the EU level will ensure a level playing field and support Europe’s climate and mobility objectives.

More details: [Invest in manufacturing for competitive, sustainable, European transport industries](#)

- ➡ **Robust international cooperation is essential** to mitigate geopolitical and dependency risks. The EU should prepare responses to global green industry support programs carefully to avoid a

subsidy race. Strengthening cooperation with major economic powers and diversifying sources of green technology will help reduce dependencies and secure supply chains. Furthermore, intra-European cooperation should be encouraged to optimize the procurement of strategic raw materials.

More details: [Strengthening EU's electromobility ecosystem in the global race](#).

- ➡ In the pursuit of the electrification of the mobility sector for the years to come, it is essential to recognise concerns surrounding certain PFAS use cases and their production, use and disposal. Considering that environmental and human health protection are critical, we call next Commissioner to supporting the transition to PFAS-free solutions in the sustainable mobility sector, and call for measures to eliminate all emissions released during the life cycle as soon as viable industrial alternatives are available. Primary collective objective should be to reduce, and where possible, phase out the use of PFAS following the REACH risk management approach across all mobility industries.

- More information: [Our statement on PFAS in sustainable e-mobility \(April 2024\)](#)

#### **Key Action Points:**

- Ensure upcoming Clean Industrial Deal considers the whole e-mobility value chain's competitiveness rather than focusing on a few components or modes.
- Financing the energy transition in the long term with a Net Zero Investment Plan
- Strengthening international cooperation to avoid trade disruption and diversify sources while ensuring a level-playing field.
- Grant appropriate derogation periods necessary for testing alternatives and bringing them to the market and allow for the use of PFAS where no alternative is available while ensuring they are replaced as quickly as possible.

## **2/ Demand-side measures: a stable framework for consumers to show the way, corporate fleets to pave the way.**

The next step in accelerating the transition to electric mobility is **to propose a legally binding a corporate fleet mandate**, ensuring that companies and large fleet owners, currently lagging behind<sup>1</sup>, play their part in electrifying transport. Corporate fleets represent a significant portion of vehicle sales and are pivotal to creating a vibrant second-hand market for EVs. A well-regulated corporate fleet mandate would not only speed up the decarbonization of the transport sector but also ensure that EVs become more affordable for the broader public. We trust the next European Commissioner for Climate will work closely with next European Commissioner for Sustainable Transport in proposing clean corporate fleet initiatives.

The previous European Commission already laid the groundwork with the public consultation on corporate fleets, and now is the time to build on that momentum. A strong mandate would require companies to transition their vehicle fleets to electric, generating a steady supply of second-hand EVs. Two-third of Europeans purchase their vehicle on the second-hand market. Such measures would particularly benefit lower-income households who might otherwise struggle to afford new electric models and be left aside of the energy transition.

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<sup>1</sup> <https://evmarketsreports.com/corporate-ev-adoption-in-eu-lags-behind-private-households-raising-concerns/>

This policy will also support a smoother and more inclusive transition to e-mobility, helping to lower transportation costs for consumers while contributing to the reduction of air pollution and greenhouse gas emissions. To go further, we also invite the European Commission to investigate other potential demand-side measures to be implemented at national level (e.g. social leasing, scrappage schemes, sustainable taxation) to support the transition.

**Key policy ask:**

- Propose a legally-binding corporate fleet mandate to accelerate the electrification of transport and generate a second-hand EV market that broadens access to affordable, zero-emission vehicles.
- Investigate the opportunity of other measures to boost the demand of clean mobility solutions.

Any attempt to water down the 2035 ICE phase-out would undermine this trajectory and send the wrong signal to both the market and the public. Failing to meet these targets will exacerbate climate impacts, including more frequent extreme weather events, loss of biodiversity, and increased health costs linked to air pollution. Maintaining the 2035 zero-emission vehicle target ensures Europe stays on track to meet its climate objectives while fostering innovation in sustainable technologies that benefit consumers and industries alike.

**Key policy asks:**

- Ensure the continued respect of the 2035 zero-emission vehicle target to stay aligned with the EU's climate commitments under the Paris Agreement.
- Swiftly roll out complementary measures, including the expansion of charging infrastructure and renewable energy deployment, state aid incentives to facilitate the transition.

Thank you for taking the time to consider our recommendations. We remain at your disposal and would be pleased to attend a meeting with you or your Cabinet to discuss the recommendations in more detail.

Yours Sincerely,

**Céline Domecq**  
Chair of the Platform for Electromobility

*[More about the Platform for Electromobility](#)*

*The Platform for Electromobility is a unique alliance of Europe-based producers, infrastructure managers, operators, transport users, cities and environmental civil society organisations from across industries and transport modes. Our overarching goal is to reach a sustainable, multimodal transport system in which people and goods are moved across land, inland waterways, sea and air in Europe using exclusively fossil-free electricity. To reach its vision, the Platform unites all sectors constituting the electromobility ecosystem to pragmatically ensure the conditions for the full electrification of new light-duty vehicles by 2035, and build a sustainable European zero-emission transport system by collectively sharing their expertise, challenges and solutions.*

*For more information about the platform and its members, please visit:*

*<https://www.platformelectromobility.eu/>*