

Public consultation on the future of the European automotive industry

Fields marked with * are mandatory.

Introduction

The automotive industry is a core engine for European prosperity, providing over 13 million direct and indirect jobs in the EU and contributing some 7 percent of its GDP. However, this is now being challenged. The industry is in the middle of deep structural shifts, driven by technological changes and competitive forces including digitalisation, decarbonisation, new competitors and a changing geopolitical context. Historical competitive advantages and traditional leadership of European automotive firms are eroding, and the European automotive industry could fall substantially behind new international competitors on production costs and mastery of key technologies, such as batteries, software-enabled cars and autonomous driving. The European automotive industry is facing a challenge of a magnitude unprecedented for decades, and only decisive and concerted action can deliver a turn-around and avert substantial losses of employment and value creation. This will require close coordination and collaboration between the public and private sector, and within the European automotive value chain.

The objective for the strategic dialogue on the future of the European automotive industry

The EU Commission recognizes the urgency and severity of the situation, and the need for decisive action to protect European prosperity while at the same time achieving climate goals and other societal objectives. European industrial competitiveness is a core priority of the new Commission's work program. Given the importance of the automotive industry in EU's employment, it is equally important to ensure that the transition is fair and will focus on ensuring high quality jobs and skills for the future. The Commission is working on an EU industrial action plan for the automotive sector, led by Commissioner for sustainable transport and tourism Tzitzikostas.

Against this backdrop, Commission President Von der Leyen has started a strategic dialogue on the future of the European automotive industry ([Strategic Dialogue: European Automotive Industry](#)). The objective of the Dialogue is to engage with European automotive industry players, social partners and other stakeholders to develop a shared understanding of the most critical challenges, potential solutions and respective roles, and to translate this into action. The clear ambition is to "roll up the sleeves" and be action- and results-oriented.

Objective of this open public consultation

This open public consultation is accompanying the strategic dialogue. It invites all participants to share their views and information on the main themes on which urgent action is needed to give the automotive industry a solid future in Europe and identify potential solutions. The themes, and topics within them have been detailed in the concept paper that the Commission has published ahead of the start of the strategic dialogue ([Automotive Concept Note.pdf](#)). Participants to this consultation are advised to consult the concept paper for further detail.

Next Steps

This open public consultation collects the feedback from all relevant market actors and the wider public. Discussion outcomes will inform the preparation of the upcoming EU industrial action plan for the automotive sector.

The replies to the present consultation should be provided by two weeks from the launch (30 January 2025) end of business at the latest.

About you

* Language of my contribution

- Bulgarian
- Croatian
- Czech
- Danish
- Dutch
- English
- Estonian
- Finnish
- French
- German
- Greek
- Hungarian
- Irish
- Italian
- Latvian
- Lithuanian
- Maltese
- Polish
- Portuguese
- Romanian
- Slovak
- Slovenian
- Spanish
- Swedish

* I am giving my contribution as

- Academic/research institution
- Business association

- Company/business
- Consumer organisation
- EU citizen
- Environmental organisation
- Non-EU citizen
- Non-governmental organisation (NGO)
- Public authority
- Trade union
- Other

In which capacity will you reply to the following questions?

- Automotive manufacturer
- Automotive tier-1 supplier
- Automotive tier-2 supplier
- Other transport equipment manufacturer
- After-market services provider
- Transport operator
- Fleet operator
- Transport infrastructure operator
- Fuel supplier
- Electricity recharging infrastructure operator
- Mobility services provider
- Intelligent transport systems operator
- Regulatory authority
- Trade union
- Insurance provider
- Financial services provider
- Consumer organisation
- Environmental organisation
- Electricity grid operator
- Other actor

Other actor (please explain):

50 character(s) maximum

13 of the above sectors represented

* First name

Théo

* Surname

Fievet

* Email (this won't be published)

theo@platformelectromobility.eu

* Organisation name

255 character(s) maximum

Platform for Electromobility

* Organisation size

- Micro (1 to 9 employees)
- Small (10 to 49 employees)
- Medium (50 to 249 employees)
- Large (250 or more)

Transparency register number

Check if your organisation is on the transparency register. It's a voluntary database for organisations seeking to influence EU decision-making.

071008240552-65

* Country of origin

Please add your country of origin, or that of your organisation.

This list does not represent the official position of the European institutions with regard to the legal status or policy of the entities mentioned. It is a harmonisation of often divergent lists and practices.

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| <input type="radio"/> Åland Islands | <input type="radio"/> Dominica | <input type="radio"/> Liechtenstein | <input type="radio"/> Saint Pierre and Miquelon |
| <input type="radio"/> Albania | <input type="radio"/> Dominican Republic | <input type="radio"/> Lithuania | <input type="radio"/> Saint Vincent and the Grenadines |
| <input type="radio"/> Algeria | <input type="radio"/> Ecuador | <input type="radio"/> Luxembourg | <input type="radio"/> Samoa |
| <input type="radio"/> American Samoa | <input type="radio"/> Egypt | <input type="radio"/> Macau | <input type="radio"/> San Marino |

- Andorra
- Angola
- Anguilla
- Antarctica
- Antigua and Barbuda
- Argentina
- Armenia
- Aruba
- Australia
- Austria
- Azerbaijan
- Bahamas
- Bahrain
- Bangladesh
- Barbados
- Belarus
- Belgium
- Belize
- Benin
- Bermuda
- Bhutan
- Bolivia
- Bonaire Saint Eustatius and Saba
- Bosnia and Herzegovina
- Botswana
- Bouvet Island
- El Salvador
- Equatorial Guinea
- Eritrea
- Estonia
- Eswatini
- Ethiopia
- Falkland Islands
- Faroe Islands
- Fiji
- Finland
- France
- French Guiana
- French Polynesia
- French Southern and Antarctic Lands
- Gabon
- Georgia
- Germany
- Ghana
- Gibraltar
- Greece
- Greenland
- Grenada
- Guadeloupe
- Guam
- Guatemala
- Guernsey
- Madagascar
- Malawi
- Malaysia
- Maldives
- Mali
- Malta
- Marshall Islands
- Martinique
- Mauritania
- Mauritius
- Mayotte
- Mexico
- Micronesia
- Moldova
- Monaco
- Mongolia
- Montenegro
- Montserrat
- Morocco
- Mozambique
- Myanmar/Burma
- Namibia
- Nauru
- Nepal
- Netherlands
- New Caledonia
- São Tomé and Príncipe
- Saudi Arabia
- Senegal
- Serbia
- Seychelles
- Sierra Leone
- Singapore
- Sint Maarten
- Slovakia
- Slovenia
- Solomon Islands
- Somalia
- South Africa
- South Georgia and the South Sandwich Islands
- South Korea
- South Sudan
- Spain
- Sri Lanka
- Sudan
- Suriname
- Svalbard and Jan Mayen
- Sweden
- Switzerland
- Syria
- Taiwan
- Tajikistan

- Brazil
- British Indian Ocean Territory
- British Virgin Islands
- Brunei
- Bulgaria
- Burkina Faso
- Burundi
- Cambodia
- Cameroon
- Canada
- Cape Verde
- Cayman Islands
- Central African Republic
- Chad
- Chile
- China
- Christmas Island
- Clipperton
- Cocos (Keeling) Islands
- Colombia
- Comoros
- Congo
- Cook Islands
- Costa Rica
- Côte d'Ivoire
- Guinea
- Guinea-Bissau
- Guyana
- Haiti
- Heard Island and McDonald Islands
- Honduras
- Hong Kong
- Hungary
- Iceland
- India
- Indonesia
- Iran
- Iraq
- Ireland
- Isle of Man
- Israel
- Italy
- Jamaica
- Japan
- Jersey
- Jordan
- Kazakhstan
- Kenya
- Kiribati
- Kosovo
- New Zealand
- Nicaragua
- Niger
- Nigeria
- Niue
- Norfolk Island
- Northern Mariana Islands
- North Korea
- North Macedonia
- Norway
- Oman
- Pakistan
- Palau
- Palestine
- Panama
- Papua New Guinea
- Paraguay
- Peru
- Philippines
- Pitcairn Islands
- Poland
- Portugal
- Puerto Rico
- Qatar
- Réunion
- Tanzania
- Thailand
- The Gambia
- Timor-Leste
- Togo
- Tokelau
- Tonga
- Trinidad and Tobago
- Tunisia
- Türkiye
- Turkmenistan
- Turks and Caicos Islands
- Tuvalu
- Uganda
- Ukraine
- United Arab Emirates
- United Kingdom
- United States
- United States Minor Outlying Islands
- Uruguay
- US Virgin Islands
- Uzbekistan
- Vanuatu
- Vatican City
- Venezuela

- Croatia
- Cuba
- Curaçao
- Cyprus
- Czechia
- Democratic Republic of the Congo
- Denmark
- Kuwait
- Kyrgyzstan
- Laos
- Latvia
- Lebanon
- Lesotho
- Liberia
- Romania
- Russia
- Rwanda
- Saint Barthélemy
- Saint Helena
Ascension and
Tristan da Cunha
- Saint Kitts and Nevis
- Saint Lucia
- Vietnam
- Wallis and Futuna
- Western Sahara
- Yemen
- Zambia
- Zimbabwe

The Commission will publish all contributions to this public consultation. You can choose whether you would prefer to have your details published or to remain anonymous when your contribution is published. **For the purpose of transparency, the type of respondent (for example, 'business association, 'consumer association', 'EU citizen') country of origin, organisation name and size, and its transparency register number, are always published. Your e-mail address will never be published.** Opt in to select the privacy option that best suits you. Privacy options default based on the type of respondent selected

* Contribution publication privacy settings

The Commission will publish the responses to this public consultation. You can choose whether you would like your details to be made public or to remain anonymous.

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.

Public

Organisation details and respondent 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. Your name will also be published.

I agree with the [personal data protection provisions](#)

General views on the themes, and topics, of the strategic dialogue on the future of the European automotive industry

Discussions under the strategic dialogue on the future of the European automotive industry will follow the list of themes, and topics, as explained in the introduction to this open public consultation.

To what extent do you agree that the themes as identified in the Concept paper for the Automotive Strategic Dialogue should figure in the EU industrial action plan for the automotive sector?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	No opinion
* Innovation and leadership in future technologies and capabilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* Clean transition and decarbonisation	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Competitiveness and resilience	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Trade relations and "international level playing field"	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Regulatory streamlining and process optimisation	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Are there additional themes that should be added to the upcoming EU industrial action plan for the automotive sector? If so, please list them with a short explanation why.

3000 character(s) maximum

Theme : Enabling strong and competitive Europea recycling value chain for electric vehicles.

Why ? Fostering a recycling ecosystem in the European electric transportation value chain is crucial for enhancing the region's strategic autonomy and for reaching its sustainability goals. Currently, Europe relies heavily on third-country producers for critical materials and components essential to the production of electromobility solutions and their infrastructures. By creating conditions for a strong recycling ecosystem within the e-mobility sectors, Europe can reduce this dependency, ensuring a more resilient and self-sufficient supply chain and reduce emissions associated with the use of primary materials. Providing conditions that enable a recycling value chain in the e-mobility ecosystem will not only help mitigate geopolitical risks but will also strengthen Europe's position in the global market.

Theme : Comprehensive approach across value chain and sectors

Why? Future industrial policy should go beyond the end-product and also consider upstream (refining) and downstream (recycling), both sectors being, so far, not located in Europe. A European industrial network of innovative companies from all sizes would help securing all stages of e-mobility value chains for the manufacturing and recycling of key components. The EU should channel purchases toward "made in Europe" products and increase production chains within Europe. Given the high demand for strategic raw material to manufacture electric vehicles, securing the value chains also includes a strong focus on security of supply of such materials and other available alternative technologies, as well as the recyclability of engines and batteries. The creation of new industrial hubs in Europe should go hand-in-hand with this strategy.

Do you have any other comments or remarks as regards the EU industrial action plan for the automotive sector?

3000 character(s) maximum

The Platform for Electromobility reaffirms strong support for a clear and consistent regulatory framework guiding the environmental transition in transport. Recent political debates risk undermining the EU's firm decision to phase out combustion engines by 2035, creating uncertainty that could jeopardize both the European automotive industry transition and the continent's broader decarbonization objectives. Any deviation from the established trajectory would be a step backward, delaying investment and weakening Europe's leadership in clean mobility.

The 2035 emission reduction targets provide essential certainty for manufacturers, investors, fleet owners, and infrastructure planners, ensuring that the necessary conditions for the large-scale deployment of electromobility are in place. Instead of revisiting settled decisions, efforts should focus on supporting the automotive sector in meeting its commitments, including by accelerating the deployment of charging infrastructure, creating demand-side measures, and securing access to critical raw materials.

As we advance towards zero-emission mobility, we remain concerned by attempts to divert focus and investment away from electrification towards unproven and inefficient alternatives, such as CO₂-neutral fuels (e-fuels) for road transport. This would not only delay the transition but also create additional costs for consumers and industry.

We reiterate our full support for the EU regulatory framework aimed at achieving 2035 zero-emission targets for cars and vans.

Concerning the inter-institutional agreement confirmed by recital 11 of the CO₂ Standards Regulation on the introduction of synthetic fuels beyond this date, if there were to be any role for alternative fuels, it should be minimal and limited to vehicles running exclusively on 100% climate neutral RFNBOs.

To enable the transition to a decarbonised transport system, we emphasise the urgent need for a swift and ambitious implementation of the AFIR and the EPBD. Ensuring a timely and effective roll-out of a comprehensive charging ecosystem, encompassing public, private, and depot charging, is critical to supporting the increasing adoption of EVs. This requires not only the deployment of infrastructure in line with AFIR's minimum targets but also a coordinated approach across Member States to remove administrative and financial barriers that could slow down progress.

Regarding demand, corporate fleets owners and operators are key players given their significant share of total vehicle sales and annual mileage. Establishing legally binding targets for fleet electrification would create market certainty, accelerate the uptake of zero-emission vehicles, and increase affordability by accelerating creation of second-hand market for EVs.

Do you wish to upload also a position paper or additional evidence supporting your responses?

Please note that the uploaded document is an optional complement and serves as additional background reading to better understand your position. It will be published alongside your response to the questionnaire, which is the essential input to this open public consultation.

Only files of the type pdf,txt,doc,docx,odt,rtf are allowed

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/PfEM_Risk_of_efuels_on_emobility_industry_development_0225.pdf

Contact

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