

The EU must stay the course on climate neutrality with a 90% Emissions Reduction by 2040



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On 2 June 2025, the EU Scientific Advisory Board on Climate Changeⁱ reaffirmed that staying the course on climate action is critical to maintaining Europe's competitiveness. Delaying action or relying on international carbon credits would weaken the EU's level of domestic ambition divert necessary investments to modernise and decarbonise Europe's economy, and undermine Europe's position in clean tech leadership.

Therefore, the Platform for Electromobility, a unique alliance of Europe-based producers, infrastructure managers, operators, transport users, cities and environmental civil society organisations from across industries and transport modes, fully supports the European Commission's plans to present by early July 2025 a legislative proposal to amend the European Climate Law. **This proposal should introduce a domestic reduction of 90% in greenhouse gas**

WHAT IS THE PLATFORM FOR ELECTROMOBILITY?

A unique alliance of Europe-based producers, infrastructure managers, operators, transport users, cities and environmental civil society organisations from across industries and transport modes, collaborating to reach a sustainable, multimodal transport system in which people and goods are moved across land in Europe using exclusively fossil-free electricity. We unite 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.

emissions by 2040, alongside a robust target for transport, renewables and energy efficiency with the goal of achieving climate neutrality by 2050 and net-negative emissions thereafter.

In February 2024, the European Commission presented a communication outlining the EU's 2040 climate targetⁱⁱ. The Commission recommended reducing the EU's domestic net greenhouse gas emissions by 90% by 2040 compared to 1990. The 2040 climate target should reaffirm the EU's determination to tackle the climate crisis and shape the future path for the entire EU economy after 2030, ensuring that the EU reaches climate neutrality by 2050. The climate neutrality objective is a legally binding target outlined in the European Climate Law.

The 2040 climate target is the next crucial intermediate step on the path to climate neutrality; it is also necessary to provide legal certainty for businesses and investors in the e-mobility sector and related sustainable transport and energy sectors.

Reducing the EU's domestic net emissions by 90% by 2040 will help achieve the 2050 climate neutrality goal, enhance the competitiveness of Europe's businesses, create stable and future-proof jobs, and enable the EU to take the lead in developing the clean technology markets of the future.

The electromobility industry and all connected sectors require a long-term vision to provide predictability for investors and ensure industrial capacities can deliver on their promises and meet their customers' needs. The EU should ensure that the transition to climate neutrality is irreversible, allowing electromobility solutions, which inherently have zero tailpipe emissions and low emissions across all electricity production, to flourish. **The Platform for Electromobility requires strong coherence across the European Union policies concerning the climate neutrality objective, as well as alignment between the EU budget and legislation.**

ⁱ European Scientific Advisory Board on Climate Change. (2025, June 2). *Staying the course on climate action essential to EU security and competitiveness*. Retrieved June 13, 2025, from <https://climate-advisory-board.europa.eu/news/staying-the-course-on-climate-action-essential-to-eu-security-and-competitiveness>

ⁱⁱ European Commission. (2024). *2024 Strategic foresight report: Sustainability and people's wellbeing at the heart of Europe's open strategic autonomy* (COM(2024) 63 final). <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=COM:2024:63:FIN>