

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

* First name

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* Surname

Di Girolamo

* Email (this won't be published)

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* Organisation name

255 character(s) maximum

Climate Group is a global NGO.
EV100 and EV100+ are global initiatives of companies committed to transition their fleet to EVs.
SteelZero bring together leading organisations to speed up the transition to a net zero steel industry,

* 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.

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* 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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|--------------------------------------|--|-------------------------------------|--|
| ☐ Afghanistan | ☐ Djibouti | ☐ Libya | ☐ Saint Martin |
| ☐ Åland Islands | ☐ Dominica | ☐ Liechtenstein | ☐ Saint Pierre and Miquelon |
| ☐ Albania | ☐ Dominican Republic | ☐ Lithuania | ☐ Saint Vincent and the Grenadines |
| ☐ Algeria | ☐ Ecuador | ☐ Luxembourg | ☐ Samoa |
| ☐ American Samoa | ☐ Egypt | ☐ Macau | ☐ San Marino |
| ☐ Andorra | ☐ El Salvador | ☐ Madagascar | ☐ São Tomé and Príncipe |

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

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

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

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	☐	☒	☐	☐	☐	☐
* Clean transition and decarbonisation	☒	☐	☐	☐	☐	☐
* Competitiveness and resilience	☐	☒	☐	☐	☐	☐
* Trade relations and "international level playing field"	☐	☒	☐	☐	☐	☐
* Regulatory streamlining and process optimisation	☐	☐	☒	☐	☐	☐

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

Stimulate and support the demand for Electric Vehicle (EVs).

The EU should incentivise a fast transition to zero emission vehicles by supporting demand.

A legislative proposal on corporate fleet would be an excellent tool to enable the mobilisation of companies to transition their fleets at speed and scale and ensure all stakeholders in the system move forward along a coordinated timeline.

We call on the European Commission to develop zero emission corporate fleet targets for light, medium and heavy-duty vehicles, based on a thorough impact assessment. These targets shall be complemented by enabling conditions to allow businesses to fulfil the mandate, including sufficient supply of zero emission vehicles (ZEVs) and consistent deployment of charging infrastructures across the EU.

Scale up green steel production.

A fast transition to zero emission vehicles also requires the European Commission to look beyond tailpipe emissions and address embodied emissions in vehicle materials, such as steel. Steel is one of the most emissions intensive materials used in vehicle manufacturing accounting for a substantial share in the overall carbon footprint. As the future of the European automotive industry is shaped, ensuring the integration of green steel in vehicles that is produced without fossil fuels and rely on green hydrogen and renewable electricity will be critical for the automotive agenda to move forwards on decarbonisation and a clean transition.

The European automotive sector is uniquely positioned to drive this shift. As one of the largest consumers of steel, the industry has the purchasing power to stimulate demand for lower emission steel, sending a strong market signal to producers and accelerating the scale-up of green steel production. Ensuring that green steel is integrated into discussions on vehicle emissions and supply chain sustainability will help create a regulatory environment that is efficient and competitive in future years and supports Europe's leadership position in clean mobility and green industrial innovation.

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

3000 character(s) maximum

Keep the current regulatory framework and refrain from changes in adopted legislation.

We are concerned about the recent political discussions putting once again in doubt the CO2 emission standards set in Regulation (EU) 2023/851.

EV100 and EV100+ members are strongly committed to the EU carbon neutrality goal by 2050 and have made massive investments to decarbonise their fleet. Those investments were based on clear, ambitious, yet feasible targets as well as a clear regulatory framework. Any wavering in legislation would put those investments at risk, alongside the feasibility for the EU to reduce emissions from road transport and achieve its climate neutrality goals.

EU businesses need clarity and high ambition in legislation to support their longer-term plans to switch to electric vehicles. Reversing adopted legislation would set a dangerous precedent for EU policy making and undermine business trust in the political and policy making process.

Rather than reopening already agreed legislation, efforts should focus on reinforcing the enabling conditions for the transition to zero emission road transport, including increased supply of zero emission vehicles in the volumes and varieties required to meet demand, consistent deployment of charging infrastructures in the whole EU as well as incentives to ramp up the uptake of electric vehicles.

We urge EU policy makers to keep the already adopted CO2 emission targets by 2025, 2030 and 2035 so that companies can have access to a wide offer of electric vehicles and scale up the decarbonisation of their fleet.

Adopt a legislative proposal on corporate fleet.

We call on the Commission to propose a Regulation setting binding electrification target for light, medium and heavy-duty vehicles, applying to both fleet owners and operators.

A clear, well implemented corporate fleet mandate would enable the mobilisation of companies to transition their fleets at speed and scale and ensure all stakeholders in the system move forward along a coordinated timeline.

Keep biofuels and e-fuels out of the decarbonisation of road transport.

We are concerned about the inclusion of CO2-neutral fuels (such as e-fuels) into the post-2035 regulatory landscape. Any mechanism to account for biofuels and e-fuels would delay the production and the availability of zero tailpipe emission vehicles. The EU should instead focus on advancing progress towards the mass adoption of EVs.

Battery Electric Vehicles and Fuel Cell Electric Vehicles are technology ready, supported by ambitious charging infrastructure targets set in the Alternative Fuel Infrastructure Regulation (AFIR). At the moment, these technologies are the only ones that guarantee zero tailpipe emissions and that would lead to considerable reduction of air pollution as well as the achievement of the EU climate goals.

E-fuels should be used in harder to abate sectors that cannot yet be electrified, such as industry, aviation and ocean shipping.

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

Contact

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