

## **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

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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.*

Belgium

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

\* 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		X				
*Clean transition and decarbonisation	X					
*Competitiveness and resilience	X					
*Trade relations and “international level playing field”			X			
*Regulatory streamlining and process optimisation	X					

**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.** Energy and fuel supply for the automotive sector should be a core priority, and separate workstream, of the Automotive Action Plan. As a driver of the green transition and decarbonisation, as well as a key player towards the competitiveness of Europe, automotive fuel suppliers should be central to the Commission’s efforts to revitalise the automotive sector. Therefore, a workstream on energy sources for the automotive sector should focus on diversification of energy sources via supporting a technology-neutral approach to decarbonisation, as well as the incentivisation and development of low-carbon fuels alongside electrification. In addition, this workstream could touch on infrastructure expansion for alternative fuels, to further incentivize the uptake of such fuels and support wide consumer access by harmonizing the fuel payments regime. Such a workstream could allow for dedicated attention to ensuring regulatory flexibility for different regions, and work in parallel with the proposed workstreams to support the European automotive supply chain.

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

UPEI, the voice of Europe's independent fuel suppliers, strongly supports the implementation of a thorough, market-driven Automotive Action Plan, that will enhance and support the development of the European automotive sector. As representatives of the fuel distribution sector, we want to emphasise the need to enable all sustainable options that can positively contribute to decarbonization across the entire supply chain of the sector, while also keeping in mind the goal of ensuring competitiveness and resilience for the European markets. For this reason, it is absolutely necessary that the Action Plan is embedded with the principle of technologic neutrality and accompanied by actions aimed at integrating this principle across existing and new legislation.

At the same time, the Action Plan should aim to guarantee regulatory coherence across all pieces of EU legislation that concern the sector. This means no conflicting requirements, streamlining of targets across EU policy, and enhanced implementation across all Member States to avoid fragmentation. Most of all, the Action Plan should be a road to granting the sector regulatory certainty, to ensure the right investments are done to enable innovation, decarbonization, global competitiveness and resilience. In this regard, we commend the Commission's inclusion of a "Regulatory streamlining and process optimisation" workstream as part of the Action Plan.

On a broader scale, the Action Plan must include concrete, timely policy steps towards supporting all aspects of the automotive supply chain – from manufacturers, to fuel suppliers, workers and consumers. These plans – whether legislative measures or soft policy incentives – must be accompanied by thorough interactions and consultations with all stakeholders in the value chain, to ensure that policy reflects the needs of the sector and the EU market at large.

UPEI recommends to use as reference the report of the Working Group on Monitoring Methodologies of CO2 neutral fuels (WGMM report) on "[Monitoring the use of CO2 neutral fuels in road transport: a cross-sectoral industry assessment](#)". This report not only proposes a broader definition of "CO2 neutral fuels" but also highlights eleven technological solutions capable of certifying the technical feasibility of an alternative route to electrification alone.

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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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