

European Commission presents the Automotive Action Plan

The European Commission unveiled the Automotive Action Plan, a key initiative stemming from the "Strategic Dialogue on the Future of the European Automotive Industry." This dialogue was launched in response to the industry's pivotal transformation, driven by technological advancements and increasing global competition.

As you know, we were involved in multiple Strategic Dialogue meetings and are mildly happy that elements from our statement are included in the plan.

In the coming months, legislative proposals will be discussed by the Council of the European Union and the European Parliament. The European Commission will continue its engagement with stakeholders, while CECRA remains committed to monitoring developments and advocating its position to decision-makers.

Key measures and CECRA's position

CO2 targets and flexibility for manufacturers

- Car manufacturers will have the flexibility to meet CO2 targets over a three-year period (2025–2027), allowing for adjustments if 2025 targets (94 g/km CO2) prove difficult to meet. The 2035 zero-emission target remains unchanged, with ongoing discussions on technology neutrality, including e-fuels.
- CECRA supports this approach, recognizing the need for flexibility due to market uncertainties. Without it, excessive penalties could harm consumers, devalue existing fleets, and impact employment in the mobility sector.

Encouraging EV adoption

- The Commission aims to boost demand for electric vehicles (EVs) among businesses and consumers by balancing supply with natural demand, avoiding forced market entry that could deter buyers.
- CECRA welcomes this, noting that consumer confidence is key to sustainable EV adoption.

Access to vehicle data

- The Commission plans to publish measures on vehicle data access to ensure fair opportunities for all automotive stakeholders.
- While CECRA appreciates this step, it urges the Commission to accelerate sector-specific legislation to guarantee a level playing field.

Battery information and repairability

- New regulations will improve transparency regarding battery health and repairability, giving consumers greater confidence and controlling maintenance costs.
- CECRA strongly supports these measures.

Incentives for private EV buyers

- The Commission will provide Member States with recommendations on effective tax and financial incentives, drawing from best practices across the EU.
- CECRA advocates for incentives for second-hand EVs to expand accessibility.

Social leasing for clean vehicles

- A European initiative inspired by France's social lease model will support lower-income households in accessing affordable clean mobility.
- CECRA sees this as an important step toward equitable EV adoption.

Greening of business fleets

- The Commission is developing legislation to mandate fleet electrification, including tax policy adjustments. A high-level dialogue will be launched in 2025.
- CECRA supports these efforts, particularly their broader scope, which includes SMEs.

Charging infrastructure and transparency

- The Commission will enhance transparency in charging rates and expand infrastructure, focusing on smart and bi-directional charging.
- CECRA fully backs these initiatives as they benefit both consumers and the energy system.

Review of car labelling directive

- A mid-2025 evaluation will assess consumer awareness and explore ways to better support the transition to zero-emission vehicles.
- CECRA welcomes this review, recognizing its potential to improve consumer choices.

Review of the Motor Vehicle Block Exemption Regulation (MVBER)

- The Commission will examine whether MVBER remains fit for purpose in light of industry digitalization and parts availability.
- CECRA has made already the first steps for reviewing the MVBER. See previous news item.

Simplifying automotive regulations

- A review of type approval legislation (MVTAR) is planned for 2026 to reduce administrative burdens.
- CECRA supports regulatory simplification as a means to enhance industry efficiency. However, this does not mean supporting the removal or not implementing of essential legislation.

Comments/what is missing:

- Scrapping schemes or other direct incentives for fleet renewal for older vehicles
- In light of geopolitical turmoil: no reference to the resilience and the exposure to risks of the automotive value chain.
- In light of (possible) significant increase in defence spending: no reference to how this may impact the automotive industry value chain (positive/negative), or how the automotive value chain could contribute (production, maintenance, skills etc).

Read the full **Automotive Action Plan** [\[here\]](#).