

Automotive Industrial Action Plan: Europe must show it still means business for electric vehicles

Brussels, 5 March 2025: E-Mobility Europe calls on the EU Commission to maximise the impact of today's Automotive Industrial Action Plan on Europe's electric vehicle demand and value chain competitiveness, to send a strong business signal and compensate for today's weakening of the 2025 car and van CO2 limits.

It's now doubly important that EU policymakers reconfirm the overall 2035 and 2040 zero-emission vehicle sales targets as Europe's compass for long-term global competitiveness – while carrying forward with urgency the Plan's proposals for supporting electric vehicle demand, charging-roll-out, and battery value chain competitiveness.

Chris Heron, E-Mobility Europe Secretary General, commented: *“Today's Action Plan puts forward several promising proposals, which now need delivering with speed and concreteness. We regret that Europe's 2025 CO2 limits have been weakened, which risks dampening short-term electric vehicle sales, worsening investment predictability, and unfairly disadvantaging best performers. Europe must compensate through bold action to further stimulate electric vehicle demand and support our charging and battery sectors. Let's show the world we really do mean business with our electric vehicle goals”.*

E-Mobility Europe welcomes the Plan's proposals in several key areas:

- Confirmation of an upcoming legislative proposal on decarbonising corporate fleets
- New support for Europe's battery scale-up, including direct production support, as effective in the Inflation Reduction Act (but caution on local content requirements)
- Action to shorten waiting times for charging point grid connections
- A renewed push for installation of heavy-duty vehicle charging infrastructure, through the European Clean Transport Corridor initiative and fast-track provisions
- Action to better coordinate Member State electric vehicle incentives, including Social Leasing Scheme recommendations for both new and second-hand markets

Most of these proposals will need implementing across the next two years, with national government buy-in. By ensuring they deliver quickly and concretely, Europe will give itself the best chance of keeping pace with China's rapidly expanding electric vehicle market.

Heron continued: *“2025 must be the year that Europe's electric vehicle market kicks into gear, which will require an extra effort now the CO2 limits are weakened. Next, the European Commission needs to deliver a strong corporate fleets legislation, backed by governments taking more responsibility to smartly incentivise electric vehicle purchase and use. And it must deliver today's announced battery booster package with the necessary financial backing, to support the scale-up of Europe's domestic battery supply chain at a critical time”.*

“Thousands of businesses are investing into Europe's electric vehicle future, because they know that's where long-term economic opportunities are highest. We call on Europe to keep certainty on the road forward, so we stay in the game with our global rivals”

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About E-Mobility Europe:

E-Mobility Europe is the voice for Europe's collective electric vehicle ecosystem (formerly AVERE), with a membership including national EV associations, vehicle manufacturer, supply chain, fleet owners, and technology providers.

E-Mobility Europe advocates for Europe's successful transition to electric vehicles, in a way that benefits both the region's people and its industries.

** The consultancy New Automotive in February released a [study](#) forecasting that a relaxation of the EU's 2025 CO2 limits would remove 450,000 electric vehicles from the 2025 EU market*