



Plenary sitting

B10-0201/2025

26.3.2025

MOTION FOR A RESOLUTION

to wind up the debate on the statements by the Council and the Commission

pursuant to Rule 136(2) of the Rules of Procedure

on the Action Plan for the Automotive Industry
(2025/2591(RSP))

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on behalf of the ECR Group

**European Parliament resolution on the Action Plan for the Automotive Industry
(2025/2591(RSP))**

The European Parliament,

- having regard to the Commission communication of 5 March 2025 entitled ‘Industrial Action Plan for the European automotive sector’ (COM(2025)0095),
- having regard to the Commission communication of 5 March 2025 entitled ‘Decarbonise Corporate Fleets’ (COM(2025)0096),
- having regard to the Commission communication of 26 February 2025 entitled ‘The Clean Industrial Deal: A joint roadmap for competitiveness and decarbonisation’ (COM(2025)0085),
- having regard to the Commission communication of 26 February 2025 entitled ‘Action Plan for Affordable Energy – Unlocking the true value of our Energy Union to secure affordable, efficient and clean energy for all Europeans’ (COM(2025)0079),
- having regard to the Commission communication of 29 January 2025 entitled ‘A Competitiveness Compass for the EU’ (COM(2025)0030),
- having regard to the Commission communication of 11 December 2019 entitled ‘The European Green Deal’ (COM(2019)0640),
- having regard to Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021 establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999 (‘European Climate Law’)¹,
- having regard to Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011²,
- having regard to Regulation (EU) 2023/851 of the European Parliament and of the Council of 19 April 2023 amending Regulation (EU) 2019/631 as regards strengthening the CO₂ emission performance standards for new passenger cars and new light commercial vehicles in line with the Union’s increased climate ambition³,
- having regard to Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO₂ emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the

¹ OJ L 243, 9.7.2021, p. 1, ELI: <http://data.europa.eu/eli/reg/2021/1119/oj>.

² OJ L 111, 25.4.2019, p. 13, ELI: <http://data.europa.eu/eli/reg/2019/631/oj>.

³ OJ L 110, 25/04/2023, p. 5, ELI: <http://data.europa.eu/eli/reg/2023/851/oj>.

European Parliament and of the Council and Council Directive 96/53/EC⁴,

- having regard to Regulation (EU) 2024/1610 of the European Parliament and of the Council of 14 May 2024 amending Regulation (EU) 2019/1242 as regards strengthening the CO₂ emission performance standards for new heavy-duty vehicles and integrating reporting obligations, amending Regulation (EU) 2018/858 and repealing Regulation (EU) 2018/956⁵,
- having regard to Regulation (EU) 2023/1804 of the European Parliament and of the Council of 13 September 2023 on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU ('AFIR')⁶,
- having regard to Directive (EU) 2023/2413 of the European Parliament and of the Council of 18 October 2023 amending Directive (EU) 2018/2001, Regulation (EU) 2018/1999 and Directive 98/70/EC as regards the promotion of energy from renewable sources, and repealing Council Directive (EU) 2015/652 (RED III)⁷,
- having regard to Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU⁸,
- having regard to Regulation (EU) 2024/1257 of the European Parliament and of the Council of 24 April 2024 on type-approval of motor vehicles and engines and of systems, components and separate technical units intended for such vehicles, with respect to their emissions and battery durability (Euro 7), amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No 715/2007 and (EC) No 595/2009 of the European Parliament and of the Council, Commission Regulation (EU) No 582/2011, Commission Regulation (EU) 2017/1151, Commission Regulation (EU) 2017/2400 and Commission Implementing Regulation (EU) 2022/1362⁹,
- having regard to Regulation (EU) 2023/1542 of the European Parliament and of the Council of 12 July 2023 concerning batteries and waste batteries, amending Directive 2008/98/EC and Regulation (EU) 2019/1020 and repealing Directive 2006/66/EC¹⁰,
- having regard to its position of 12 December 2023 on the proposal for a regulation of the European Parliament and of the Council establishing a framework for ensuring a secure and sustainable supply of critical raw materials and amending Regulations (EU) 168/2013, (EU) 2018/858, 2018/1724 and (EU) 2019/1020¹¹,
- having regard to Directive 2000/53/EC of the European Parliament and of the Council of

⁴ OJ L 198, 25.7.2019, p. 202, ELI: <http://data.europa.eu/eli/reg/2019/1242/oj>.

⁵ OJ L, 2024/1610, 6.6.2024, p. 1, ELI: <http://data.europa.eu/eli/reg/2024/1610/oj>.

⁶ OJ L 234, 22.9.2023, p. 1, ELI: <http://data.europa.eu/eli/reg/2023/1804/oj>.

⁷ OJ L, 2023/2413, 31.10.2023, p.1, ELI: <http://data.europa.eu/eli/dir/2023/2413/oj>.

⁸ OJ L 348, 20.12.2013, p. 1, ELI: <http://data.europa.eu/eli/reg/2013/1315/oj>.

⁹ OJ L, 2024/1257, 8.5.2024, p.1, ELI: <http://data.europa.eu/eli/reg/2024/1257/oj>.

¹⁰ OJ L 191, 28.7.2023, p. 1, ELI: <http://data.europa.eu/eli/reg/2023/1542/oj>.

¹¹ OJ C, C/2024/4199, 2.8.2024, ELI: <http://data.europa.eu/eli/C/2024/4199/oj>.

18 September 2000 on end-of life vehicles¹² in conjunction with Directive 2005/64/EC of the European Parliament and of the Council of 26 October 2005 on the type-approval of motor vehicles with regard to their reusability, recyclability and recoverability and amending Council Directive 70/156/EEC¹³,

- having regard to Directive 2001/95/EC of the European Parliament and of the Council of 3 December 2001 on general product safety¹⁴,
- having regard to Regulation (EU) 2024/1252 of the European Parliament and of the Council of 11 April 2024 establishing a framework for ensuring a secure and sustainable supply of critical raw materials and amending Regulations (EU) No 168/2013, (EU) 2018/858, (EU) 2018/1724 and (EU) 2019/1020¹⁵,
- having regard to Commission Implementing Regulation (EU) 2024/2754 of 29 October 2024 imposing a definitive countervailing duty on imports of new battery electric vehicles designed for the transport of persons originating in the People’s Republic of China¹⁶,
- having regard to Decision No 377/2013/EU of the European Parliament and of the Council of 24 April 2013 derogating temporarily from Directive 2003/87/EC establishing a scheme for greenhouse gas emission allowance trading within the Community (Stop the Clock Decision)¹⁷,
- having regard to the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2023/1115 as regards provisions relating to the date of application¹⁸,
- having regard to the Commission President’s Political Guidelines for the next European Commission 2024-2029, the mission letters to the Commissioner-designates and their replies to the written questionnaires from Parliament and the confirmation hearings of the Commissioners-designate,
- having regard to the Antwerp Declaration for a European Industrial Deal,
- having regard to the report by Mario Draghi entitled ‘The Future of European Competitiveness: A Competitiveness Strategy for Europe’ (‘Draghi report’),
- having regard to the response of the European Automobile Manufacturers’ Association (ACEA) to the public consultation on the future of the automotive industry of 13 February 2025 (‘ACEA recommendations for Workstream Decarbonisation’)¹⁹,

¹² OJ L 269, 21.10.2000, p. 34, ELI: <http://data.europa.eu/eli/dir/2000/53/oj>.

¹³ OJ L 310, 25.11.2005, p. 10, ELI: <http://data.europa.eu/eli/dir/2005/64/oj>.

¹⁴ OJ L 11, 15.1.2002, p. 4, ELI: <http://data.europa.eu/eli/dir/2001/95/oj>.

¹⁵ OJ L, 2024/1252, 3.5.2024, p. 1, ELI: <http://data.europa.eu/eli/reg/2024/1252/oj>.

¹⁶ OJ L, 2024/2754, 29.10.2024, p. 1, ELI: http://data.europa.eu/eli/reg_impl/2024/2754/oj.

¹⁷ OJ L 113, 25.4.2013, p. 1, ELI: [http://data.europa.eu/eli/dec/2013/377\(1\)/oj](http://data.europa.eu/eli/dec/2013/377(1)/oj).

¹⁸ (COM(2024)0452).

¹⁹ https://www.acea.auto/files/ACEA_recommendations-Workstream_on_decarbonisation-.pdf.

- having regard to Rule 136(2) of its Rules of Procedure,
- A. whereas the automotive industry has traditionally been one of Europe’s industrial engines; whereas the competitiveness of the European automotive industry is considered a fundamental pillar of Europe’s strategic autonomy, independent economic strength, and prosperity, underpinning innovation, job creation and technological advancement;
- B. whereas the automotive industry plays a vital role in contributing to economic growth, not only by generating new employment opportunities, but also by providing direct and indirect jobs to 13.8 million people across Europe, representing 8.1 % of total EU employment; whereas European car manufacturers invest around EUR 73 billion annually, which represents around 33 % of the EU’s total research and development (R&D) spending; whereas vehicles contribute over EUR 380 billion to public budgets in major EU markets²⁰;
- C. whereas almost a quarter of the European population lives in rural areas and is dependent on individual mobility; whereas, therefore, affordable and accessible mobility must remain one of the key prerequisites for all EU citizens to maintain social cohesion and freedom of movement, enabling access to jobs, education and healthcare and reducing regional disparities;
- D. whereas the new vehicle market is struggling to adapt to the emerging challenges of decarbonisation and the current geopolitical situation, with recent reports indicating a slowdown in battery electric vehicle (BEV) sales in Europe, making it clear that current CO2 emission targets, set in 2019, are now out of step with market realities and technological feasibility; whereas it is unjustified and counterproductive to penalise European car manufacturers for circumstances beyond their control, jeopardising their ability to meet these outdated targets; whereas a balanced transition is necessary to ensure continued investment and competitiveness while respecting consumer choice;
- E. whereas ACEA, the association representing major Europe-based automobile manufacturers, has proposed a five-year average compliance mechanism (2025-2029) to meet 2025 CO2 emissions targets;
- F. whereas consumers remain hesitant to switch from internal combustion engine vehicles to BEVs at the pace envisaged by the regulation on CO2 emission standards for passenger cars and new light commercial vehicles due to their high cost, rising electricity prices, and concerns over the sufficiency and reliability of charging infrastructure, charging times, vehicle range, battery life, replacement costs, total cost of ownership, resale value and the availability of financial incentives or regulatory support;
- G. whereas the European automotive industry faces intense competition from BEVs imported from non-EU countries, where significantly lower production costs or unfair national subsidies create a deeply uneven playing field; whereas the absence of effective safeguards for European manufacturers threatens the sector’s long-term sustainability;
- H. whereas the average age of vehicles continues to rise, exceeding 14 years in some Member States, raising concerns that the EU market may experience a ‘Havana effect’, where older vehicles remain in use for longer because of a lack of affordable new

²⁰ <https://www.acea.auto/files/ACEA-Pocket-Guide-2024-2025-1.pdf>.

alternatives; whereas this trend is exacerbated by regulatory burdens, particularly stringent CO2 emissions reduction targets, along with rising production costs driven by increasing material prices (steel, aluminium and plastics), mounting labour costs and, most importantly, significantly higher energy costs in comparison to leading global competitors; whereas maintaining affordable new vehicles with multiple technological solutions is necessary to prevent ageing fleets and worsening emissions performance;

- I. whereas the implementation of the ‘Fit for 55’ package by Member States has been disjointed and insufficient, failing to deliver the regulatory certainty and coordinated action needed for an effective transition; whereas key regulations, such as CO2 emission standards for passenger cars and new light commercial vehicles and the deployment of alternative fuels infrastructure, remain misaligned and fail to complement each other; whereas this regulatory inconstancy imposing conflicting regulatory burdens weakens investment confidence and complicates industry compliance; whereas a stable and predictable policy framework is necessary to maintain the automotive sector’s long-term viability, global competitiveness and capacity for innovation;
- J. whereas Regulation (EU) 2019/631 and the Regulation on CO2 emission standards for new heavy-duty vehicles are closely interlinked with other EU legislation within the recently adopted ‘Fit for 55 package’, including RED III, AFIR and the Emissions Trading System, and, therefore, these should be taken into consideration in a broader scenario when assessing the current challenges facing the EU’s automotive industry;
- K. whereas car and van manufacturers face substantial penalties, so-called excess emissions premiums, as they have been required since the beginning of 2025 to meet the specific emission targets set by Regulation (EU) 2019/631; whereas the current legislation does not respect the principle of full and open technological neutrality and only directs the transition toward electrification; whereas achieving lower-emission mobility requires a comprehensive technology-neutral strategy that integrates electrification, sustainable biofuels, e-fuels, hydrogen-based solutions, cleaner and more efficient internal combustion engines, improvements to standard fuels and all emerging technological innovations available on the market, ensuring a pragmatic and effective decarbonisation of the automotive and transport sectors; whereas a flexible regulatory framework is essential to enable all low-carbon technologies to contribute to this transition;
- L. whereas the European manufacturers of heavy-duty vehicles face the same constraints regarding significant non-compliance penalties due to slow uptake of zero-emission trucks and coaches, which made up only 2.3 % of the market in 2024; whereas the Commission proposed a relief of the 2025 CO2 targets for passenger cars, but no equivalent flexibility for heavy-duty vehicles, despite the additional challenges associated with their decarbonisation, which risks creating economic and logistical disruptions; whereas the electrification of heavy-duty vehicles presents specific technical and infrastructural challenges, including vehicle range limitations, the insufficient availability of charging stations and the associated need for high-power charging solutions, all of which require additional regulatory flexibility; whereas CO2 reduction targets for heavy-duty vehicles must take into account infrastructure availability and technological readiness;
- M. whereas the current crisis in the automotive industry is self-generated as a result of EU regulation, and the impact of the CO2 emissions legislation, including its penalty

mechanism for both cars and vans and heavy-duty vehicles, is likely to be devastating not only for manufacturers, but also for small and medium-sized enterprises (SMEs) and other types of companies in the component supply chain;

- N. whereas the Commission's activation of the penalty mechanism against automotive manufacturers could result in unnecessary production cuts, job losses and reduced investment in research and innovation; whereas it is important to caution that ambitious climate policy goals threaten to produce disproportionate and damaging effects on the automotive industry, ultimately running counter to the public interest; whereas the EU should adopt a regulatory framework that ensures industrial competitiveness and job retention while supporting a cost-effective and feasible transition, avoiding measures that excessively increase production costs or drive industrial relocation;
- O. whereas there are precedents where fast-track procedures have been used to quickly amend legislation in order to delay the application of a regulation or parts of it; whereas the Stop the Clock Decision temporarily derogated from Directive 2003/87/EC by temporarily suspending its application to flights between a European Economic Area (EEA) country and non-EEA country; whereas, more recently, the co-legislators adopted a fast-track proposal amending the EU Deforestation Regulation²¹, postponing its date of application;
- P. whereas the Draghi report highlights the EU's need to create competitive conditions for the industry and addresses critical challenges such as high energy prices, excessive regulatory burdens and the lack of supply chains and raw materials for electric mobility;
- Q. whereas further investment in research and innovation is crucial to boost the productivity and development of the European industry; whereas digitalisation and artificial intelligence are essential across all industrial sectors, driving competitiveness, creating job opportunities and contributing to economic prosperity; whereas the regulatory framework should promote investment in a range of alternative technologies rather than focusing exclusively on a single technological pathway;
1. Takes note of the Industrial Action Plan for the European automotive sector; regrets, however, that the Commission has not fully taken into account the concerns and proposals made by the automotive industry; reminds the Commission that consultations with the automotive industry must not end with the conclusion of the Strategic Dialogue on the Future of the Automotive Industry; regrets that the Strategic Dialogue was not extended to certain prominent players, such as producers of finished vehicles or players in the biofuels or hydrogen sector; calls for the automotive sector's thorough involvement in the review and revision of current regulations and in the preparation of new legislative proposals and related actions;
 2. Emphasises the importance of adopting reasonable EU policies that support European manufacturers in remaining globally competitive; stresses that such EU policies must uphold the principle of technological neutrality, boost innovation, retain and create highly qualified jobs and maintain a robust industrial base to enable a timely transition to clean

²¹ Regulation (EU) 2023/1115 of the European Parliament and of the Council of 31 May 2023 on the making available on the Union market and the export from the Union of certain commodities and products associated with deforestation and forest degradation and repealing Regulation (EU) No 995/2010, OJ L 150, 9.6.2023, p. 206, ELI: <http://data.europa.eu/eli/reg/2023/1115/oj>.

mobility; calls on the Commission to implement the recommendations of the Draghi report to ensure that the EU remains a leader in the global automotive industry and retains jobs, R&D facilities and manufacturing within the EU; emphasises the need to prevent significant shifts in production away from the EU's automotive sector or the swift acquisition of EU production plants and companies by state-subsidised competitors from non-EU countries;

3. Calls on the Commission to take into account the current alarming situation of the European automotive industry; welcomes the Commission's commitment to swiftly present a fast-tracked targeted proposal to amend Regulation (EU) 2019/631; highlights that the averaging over a three-year period (2025-2027) outlined in the Industrial Action Plan is inadequate, and therefore strongly requests that the implementation of the penalty mechanism be revoked, or requests the averaging of the CO₂ emission targets over a period of at least five years (2025-2029);
4. Underlines that the risk of massive financial penalties expected, around EUR 16 billion, will dramatically restrict automotive manufacturers' investment in innovation, including in zero-emission technologies, and halt supporting decarbonisation efforts, resulting in job losses in the EU, which would undermine European manufacturers' competitiveness, further undermine the already weakened position of the European automotive industry both within the EU and globally, and increase the EU's strategic dependency on non-EU countries; emphasises that, as a matter of principle, fair penalties should be based on culpability, which in this case does not lie with the manufacturers, as the inability to meet the 2025 CO₂ emissions targets is primarily because of external factors, in particular declining customer demand for electric cars;
5. Welcomes the Commission's efforts to accelerate work on the preparation of the review of Regulation (EU) 2019/631 and recalls that this review must be fact-based; highlights, however, that the review must be launched as soon as possible, with results presented as soon as in 2025, accompanied by a legislative proposal to revise the regulation; disagrees with the Commission's statement that the current regulation for cars and vans creates predictability for investors and manufacturers; stresses that the timing and conditions needed to achieve the goal of reducing CO₂ emissions from new passenger cars and light commercial vehicles must be realistically reassessed and that the review should reintroduce current flexibilities under the regulation to better align production with market development; believes that the mandatory biannual report expected in 2029, following reports in 2025 and 2027, should include a legislative review in 2030 to reflect geopolitical, economic and social realities at that time; calls for a comprehensive assessment of the impact of the regulatory transition on industrial competitiveness, employment and supply chain resilience, including critical raw materials, ensuring that measures are aligned with economic and technological realities;
6. Calls on the Commission to revoke, in this review, the ban on producing new passenger cars with internal combustion engines (ICEs) that is set for 2035, in order to ensure that all viable low-emission technologies remain part of the transition strategy; considers that such as ban would negatively impact consumers and compel manufacturers to phase out their production earlier, thereby further worsening the situation of the European automotive industry; expresses deep concern over the environmental impact of ageing vehicles and the economic and social consequences for citizens, as affordable new cars with low-emission combustion engines will no longer be available to them;

7. Calls for a realistic approach to effectively reduce CO₂ emissions from new passenger cars and vans; stresses the importance of upholding the principle of technology neutrality that supports innovation across various low-emission technologies; calls, therefore, for unlocking the innovation and diversification potential of alternative CO₂-neutral fuels, in particular of e-fuels, sustainable biofuels and hydrogen-based solutions, as well as of technologies such as plug-in and full hybrid vehicles with an increasing electric range, as viable alternatives for reducing emissions alongside electrification, while recognising the transport sector's contribution to decarbonisation without entirely phasing out ICEs;
8. Regrets the fact that the Industrial Action Plan completely disregards the critical situation of European manufactures of heavy-duty vehicles; calls, therefore, on the Commission to adopt a coherent approach and extend similar compliance relief to heavy-duty vehicles, as there is currently no significant market demand for zero-emission heavy-duty vehicles, and the European manufacturers of heavy-duty vehicles also face the same constraints as car manufacturers, given the ambitious CO₂ emission reduction targets; calls, in addition, for an urgent revision of Regulation (EU) 2019/1242 in 2025 and a realistic approach to reducing CO₂ emissions from heavy-duty vehicles effectively, based on an accelerated review as early as 2025, instead of 2027 as currently planned; stresses the importance of upholding the principle of full technology neutrality, especially in the heavy-duty vehicle sector, where alternative technologies to electric are proving to be more mature and more effective; calls, therefore, for unlocking the innovation and diversification potential of carbon-neutral fuels;
9. Warns that excessive regulatory constraints in both the passenger car and heavy-duty vehicle sectors may impact industrial competitiveness; emphasises the need for a clear and simple standardisation of technical parameters in the European single market and for a transition framework that avoids unintended economic and social consequences; encourages the Commission to align future policy developments with industrial and technological progress, ensuring a transition that is environmentally, socially and economically sustainable;
10. Expresses concern that the ambitious climate policy goals set out in the new EU legislation under the 'Fit for 55' package are unworkably ambitious, placing excessive pressure on the automotive industry, in particular with penalties on incumbent technology; warns that this could lead to production challenges, significant job losses and the weakening of long-term competitiveness;
11. Calls on the Commission to provide an impact assessment of the social consequences of Green Deal policies, in particular on industry, in cooperation with social partners; underlines that company relocations and offshoring, which compels people to relocate to find work, can lead to irreversible changes and further exacerbate regional disparities; urges the Commission therefore to address the problem of industrial and social 'desertification' of certain areas of the Member States;
12. Recognises the fundamental role of SMEs in the supply chain of components of the automotive sector; notes that any revision of the regulatory framework linked to this sector should always be driven by a data-driven analysis of the economic and social impacts on SMEs;
13. Underlines that the high production and energy cost in the EU compared to that in non-

EU countries puts European car manufacturers in a disadvantaged position; regrets, in this regard, that the Action Plan for Affordable Energy failed to deliver the most effective steps to lower electricity prices in the shorter term; recalls that high electricity prices have an equally negative impact on the total cost of ownership and therefore discourage prospective buyers of BEVs;

14. Highlights the importance of reducing regulatory burdens and of ensuring coherence, predictability and appropriate timing and consultation for future legislation; welcomes the Commission's commitments in this regard, including the introduction of a dedicated regulatory simplification package; calls on the Commission, however, to be more ambitious and to take further steps to ease conditions for car manufacturers, such as by introducing a moratorium on new obligations for a period of five years, minimising the volume of secondary legislation and introducing a three-year lead time for implementation as standard, calculated from the adoption of the secondary legislation;
15. Highlights that the increased uptake of electric vehicles is inseparably linked to the development and availability of the required recharging and refuelling infrastructure; highlights the need for further infrastructure investments in urban and rural areas, not only for electric charging but also for alternative fuel distribution networks, to enable a balanced and realistic decarbonisation strategy; calls on the Member States and the Commission to significantly accelerate the roll-out of charging and refuelling infrastructure, particularly for heavy-duty vehicles, and to enhance transmission and distribution networks; calls on the Commission to make effective use of the Connecting Europe Facility Alternative Fuels Infrastructure Facility and to present a proposal of the next multiannual financial framework that provides sufficient financial support for the development of charging and refuelling infrastructure;
16. Points out the need for increased public and private investment in research and innovation and for efficient funding from relevant EU programmes; calls on the Commission to increase automotive R&D funding and to promote pre-competitive research partnerships between public and private sectors in Framework Programme 10 in order to accelerate innovation and facilitate deployment;
17. Welcomes the Commission's focus on accelerating the deployment of autonomous vehicles in the EU, in particular its commitment to a more harmonised regulatory framework; calls for the 'European Connected and Autonomous Vehicle Alliance' public-private partnership to be more industry-driven; stresses that robust, reliable and cyber-secure connectivity is a prerequisite for the success of autonomous mobility in the EU and that the focus should be on rolling out 5G networks and other terrestrial and space technologies; recalls that the Artificial Intelligence Act²², as the EU's horizontal legislation, needs to be revised so that it does not represent a bottleneck for the development of autonomous driving in Europe;
18. Calls on the Commission to promote the sharing of in-vehicle data, including though the application of the Data Act²³ and dedicated guidance, while taking account of

²² Regulation (EU) 2024/1689 of the European Parliament and of the Council of 13 June 2024 laying down harmonised rules on artificial intelligence and amending Regulations (EC) No 300/2008, (EU) No 167/2013, (EU) No 168/2013, (EU) 2018/858, (EU) 2018/1139 and (EU) 2019/2144 and Directives 2014/90/EU, (EU) 2016/797 and (EU) 2020/1828, OJ L, 2024/1689, 12.7.2024, ELI: <http://data.europa.eu/eli/reg/2024/1689/oj>.

²³ Regulation (EU) 2023/2854 of the European Parliament and of the Council of 13 December 2023 on

cybersecurity and data protection concerns; invites the Commission to assess whether the Data Act is effective and whether a sector-specific regulation, complementing the Data Act, is needed to ensure better access to in-vehicle data;

19. Appreciates the Commission's initiatives to stimulate research in and the development of battery technology and the production of batteries in the EU; underlines, however, that building sufficient capacity and a robust supply chain will require a longer period of time and that the introduction of European content requirements for battery cells and components in BEVs would increase costs and hamper car manufacturers' competitiveness; calls on the Commission and the Member States to strengthen cooperation to reduce Europe's dependency on imported raw materials and leverage the potential of the circular economy; welcomes the Commission's initiative to develop further cooperation through clean trade and investment partnerships and strategic partnerships in order to secure better access to battery minerals; calls on the Commission to adopt a delegated act in accordance with Article 89 to supplement Regulation (EU) 2023/154 by establishing a methodology for calculating and verifying the carbon footprint of batteries, without undue delay;
20. Calls, where necessary and justified, for an effective but cautious use of tariffs against non-EU countries; emphasises the need to avoid an escalation into trade wars that would negatively affect the EU's industries and citizens; recommends, in this context, that the Commission regularly re-evaluate the effectiveness of imposed tariffs; invites the Commission to focus on measures that would stimulate local production, including the supply chain, and strengthen the EU's technological expertise and innovation capabilities; calls on the Commission to effectively make use of trade defence instruments against unfair competition and to explore new, well-balanced free trade agreements with global partners, opening market opportunities for European manufacturers;
21. Emphasises that financial incentives are proving unsustainable for the long-term broad-scale adoption of BEVs, as they create an artificial market driven primarily by subsidies rather than genuine consumer demand or market readiness; recalls, in this regard, the recently slowing uptake of BEVs after the phase-out of purchase subsidies in several Member States; opposes the Commission's proposal to promote social leasing schemes, as such measures risk continuing the reliance on public subsidies and do not address the underlying structural challenges of the transition; underlines the challenging path of decarbonisation, which requires not only technological advancements but also long-term policy shifts and systemic changes in infrastructure, energy sources and consumer behaviour; underlines that the proposal to decarbonise corporate fleets announced by the Commission must not lead to mandatory targets;
22. Stresses that the ability to recruit and retain a qualified workforce is essential to a competitive EU industry; considers education in future-oriented sectors, skills and competences, particularly as regards vocational education training and dual training and digital skills, to be crucial in addressing current skills shortages; considers that EU industry and enterprises should play a key role in planning and developing educational and training programmes to ease the transition to the labour market; believes that lifelong learning is a prerequisite to ensure the efficient and timely upskilling and reskilling of

harmonised rules on fair access to and use of data and amending Regulation (EU) 2017/2394 and Directive (EU) 2020/1828 , OJ L, 2023/2854, 22.12.2023, ELI: <http://data.europa.eu/eli/reg/2023/2854/oj>.

workers;

23. Instructs its President to forward this resolution to the Council, the Commission and the governments and parliaments of the Member States.