

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

Other actor (please explain):

50 character(s) maximum

Global Association for electronics manufacturing

* First name

alison

* Surname

james

* Email (this won't be published)

AlisonJames@ipc.org

* Organisation name

255 character(s) maximum

IPC

* 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.

390331424747-18

* 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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| <input type="radio"/> Åland Islands | <input type="radio"/> Dominica | <input type="radio"/> Liechtenstein | <input type="radio"/> Saint Pierre and Miquelon |
| <input type="radio"/> Albania | <input type="radio"/> Dominican Republic | <input type="radio"/> Lithuania | <input type="radio"/> Saint Vincent and the Grenadines |
| <input type="radio"/> Algeria | <input type="radio"/> Ecuador | <input type="radio"/> Luxembourg | <input type="radio"/> Samoa |
| <input type="radio"/> American Samoa | <input type="radio"/> Egypt | <input type="radio"/> Macau | <input type="radio"/> San Marino |

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

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

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

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	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Clean transition and decarbonisation	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Competitiveness and resilience	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Trade relations and "international level playing field"	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Regulatory streamlining and process optimisation	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

IPC welcomes the Strategic Dialogue on the future of Europe's automotive industry. We agree on the need for close collaboration between the public and private sector and amongst all players in the automotive value chain to support the future of this key industry and support high quality jobs and skills for the future. Europe's electronics manufacturers stand by to play their role in this regard. The broad thematic areas outlined for the EU industrial action plan in this context seem largely comprehensive. Nonetheless everything is in the detail. In this light, we make the following comment.

Electronics are an increasingly important success factor and enabler for most industrial value chains in the EU including for the automotive industry whether this concerns the electronic content of a car, the development of autonomous driving or the enabling charging infrastructure for electric vehicles. Whether assessing future technologies and capabilities, clean transition, competitiveness and resilience or trade relations and an international level playing field it is important to reflect the full complexity of the electronics value chain which comprises multiple players including semiconductors and printed circuit board manufacturers, IC substrate and advanced packaging manufacturers, EMS companies, Tier 1s and equipment providers.

In our recent economic study "Securing the European Union's electronics ecosystem" we highlighted the decline, and projected continued decline by 2035, in the EU's electronics manufacturing base, in the absence of urgent action. Our study further highlights growing dependencies in critical segments of the value chain, notably printed circuit boards, IC substrates and advanced packaging, including for the mobility sector.

European electronics manufacturers and their representative associations accordingly issued a Call to Action (attached) for a holistic European manufacturing strategy to enable the build-up in the long-term of a cross-sectoral base able to meet Europe's industrial needs at a time of growing geopolitical change. We therefore urge reflection in the thematic areas on the role and situation of the full electronics ecosystem.

Link to IPC Decision Etudes & Conseil in4MA economic study "Securing the European Union's electronics ecosystem" :

<https://emails.ipc.org/links/IPC-Securing-Europe-Electronics-Ecosystem.pdf>

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

3000 character(s) maximum

As above, Europe's electronics manufacturers welcome the strategic dialogue and look forward to the EU industrial action plan for the automotive sector. We urge the inclusion in the action plan of a holistic approach to building the capacities and capabilities needed in the EU for a resilient electronics manufacturing ecosystem which can support the future needs of Europe's automotive industry and requirements in the region for the industrial base.

The Strategic Dialogue on the Future of the European Automotive Industry may also consider addressing the transformative challenges by developing and integrating AI-driven analyses to enhance predictive capabilities and strategic decision-making. AI models can analyze datasets, simulate scenarios, and recommend optimal actions in areas such as technology foresight, economic and employment impact modeling, decarbonization strategies, global trade dynamics, regulatory optimization, consumer demand prediction, and supply chain resilience. AI can be leveraged to assess trends in key technologies like batteries, autonomous driving, and software-enabled vehicles, identifying innovation gaps and competitive threats in the technology ecosystems. It can forecast economic effects of transitioning to EVs, guide workforce retraining efforts, and optimize regulatory frameworks for coherence and compliance efficiency. AI-driven simulations can refine decarbonization strategies by predicting EV adoption trends, optimizing charging infrastructure expansion, and mitigating supply chain risks. In trade, AI can provide real-time insights into geopolitical risks and international market shifts, supporting policies that maintain competitiveness. By predicting consumer behavior, AI helps shape fiscal incentives, identify preferred vehicle features, and address regional adoption disparities. AI-powered supply chain analytics can mitigate disruptions in critical automotive components by recommending diversified sourcing strategies and material alternatives. To successfully implement AI, the initiative should establish an AI-powered task force, foster industry-academic partnerships, deploy adaptive AI models for regulatory updates, and encourage AI adoption across the industry. AI-driven insights provide a strategic advantage in ensuring European automotive industry competitiveness, sustainability, and employment resilience, allowing policymakers and industry leaders to proactively shape its future.

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

e8d8c601-7084-4dc7-8792-097236a82197/CalltoActionElectronicsManufacturing1.pdf

Contact

EC-OPC-FUTURE-AUTOMOTIVE-INDUSTRY@ec.europa.eu

