

Key priorities 2024 - 2029



1. Ensure technology-open regulation for an effective decarbonisation of road transport

- **Substantive review of CO2 regulations:** The CO2 regulations for cars and trucks must undergo a thorough review based on Life-Cycle Assessment (LCA). All technologies and energy carriers that can reduce CO2 emissions should be utilised, including full electrification, advanced plug-in hybrids, range extenders, and hydrogen solutions powered by green electricity and fuels.
- **Accelerated roll-out of charging and refuelling infrastructure:** To build consumer confidence in electric and zero-carbon mobility, a dense network of charging and refuelling infrastructure is essential. Its roll-out must be expedited.
- **Type-approval rules for renewable fuel vehicles:** Type-approval rules for vehicles operating exclusively on renewable fuels is essential for the decarbonisation of road transport including the existing fleet. The framework should be ready by 2025 to provide industry with certainty. The definition of renewable fuels shall be consistent with the Renewable Energy Directive.
- **Turn the hydrogen economy into reality:** The EU has set itself targets for the hydrogen economy but is far from achieving it. We need sufficient amounts of hydrogen produced and imported for it to contribute to decarbonising transport.



2. Unlock competitive & digital services for affordable mobility

- **Regulation for fair access to connected vehicle data:** The Commission has identified that data access is concentrated among a few dominant market players. It is imperative to adopt regulations that mandate fair access to in-vehicle data and resources, fostering innovation, transparency, and growth.
- **Cybersecurity without compromising competition:** While cybersecurity is vital, it must not restrict access to On-Board Diagnostics (OBD) information or the ability to install spare parts. Limiting these will reduce choice and increase the cost of spare parts, maintenance, and repairs for consumers.
- **Promote competition:** Ensuring the sale of spare parts in the independent aftermarket promotes consumer choice and reduces prices. The independent aftermarket is currently protected by the Motor Vehicle Block Exemption Regulation (MVBBER). This regulation must be revised and extended to align with the latest market trends and technologies.



3. Advance sustainability in automotive innovation

- **Streamline regulations:** Promote regulatory coherence and reduce reporting burden, particularly in initiatives like the Corporate Sustainability Reporting Directive (CSRD) and Corporate Sustainability Due Diligence Directive (CS3D), to facilitate innovation while ensuring environmental responsibility.
- **Consolidate life-cycle assessment (LCA):** Standardise an LCA methodology, when appropriate, to provide clarity and consistency in assessing environmental impacts.
- **Incentivise sustainability performance:** Encourage continuous enhancement of sustainability practices instead of only directing investment to best-in-class, particularly in the Taxonomy and Green Claims Directive, and unlock circular business models through the End-of-Life Vehicles Regulation (ELVR).



4. Boost resilience & industrial competitiveness

- **Swift and just industrial transformation:** Support the upgrade of legacy facilities and the industrialisation of innovative automotive technologies, reducing investment risks and fostering industry modernisation.
- **Robust investment conditions:** Reduce administrative burden, bring down energy costs and support industry in re- and up-skilling the European workforce to foster industrial growth and competitiveness.
- **Prosperous trade relations:** Strengthen market access and cross-border investment globally through strategic trade and materials agreements, while enhancing regulatory collaboration with third countries.



5. Adapt vehicle safety regulations to the digital age

- **Promote harmonisation and interoperability:** Further improving the EU safety regulation and foster harmonisation with international standards, such as UN regulations, is essential for achieving ambitious road safety targets and promoting regulatory convergence.
- **Facilitate autonomous driving:** Early deployment of autonomous driving systems should be facilitated while ensuring they are safe and reliable in all driving conditions and for road users.

Digitalisation and the Green Deal have put the automotive industry on an unprecedented course of transformation. Automotive suppliers are delivering the innovations that make the transformation a reality, reinventing our technological foundations in the process. The focus must now shift to making the transition work for industry and people, by ensuring efficient, effective and technology-open implementation. This requires continued dialogue and concrete action from policymakers. Automotive suppliers stand ready to contribute.

Matthias Zink

CLEPA President and CEO Automotive Technologies at Schaeffler



The industry invests billions of euros each year in innovation. Policymakers must ensure that the EU remains competitive for industrialisation and scaling. We must prioritise the enablers for alternative fuel mobility, advanced and secure digital services, and effective sustainability standards. Political action at the EU level, including the right funding instruments and a flexible regulatory framework will be crucial to making this work.

Benjamin Krieger

CLEPA Secretary General

