



## Press Release

from French Automotive Supplier Industry professional organizations  
(Liaison Committee of Automotive Suppliers - CLIFA)

**To support the automotive industry, particularly suppliers, it is urgent to announce an immediate and pragmatic solution to avoid applying CAFE penalties in 2025**

The Federation of Equipment Industries for Vehicles ("FIEV"), the Forge Foundry Federation ("FFF"), the ELANOVA Union, the Automotive Plastics Group ("GPA"), the Federation of Mechanical Industries ("FIM Mecallians"), and the French Bodywork Federation ("FFC") welcome the opening of a strategic dialogue regarding the future of the European automotive industry.

Given the seriousness of the situation and the threat of a dramatic reduction in production volumes, automotive suppliers are calling on the President of the European Commission to make an immediate decision and announce measures to prevent the critical effects that the imposition of penalties on European manufacturers for 2025 would have on the entire automotive sector.

Without questioning the imperative of decarbonization and the 2035 target, it is urgent that a pragmatic decision be announced in this regard, to preserve the competitiveness and sustainability of automotive suppliers, whose investments and added value in the chain significantly contribute to the transition to electric vehicles.

---

Severely impacted by the structural crisis in the automotive industry, suppliers are facing a critical situation.

While they have invested heavily in electrification, suppliers are being hit hard by the significant downturn in the automotive market and the loss of competitiveness due to heightened Asian competition. The effects of relocation and pressure from Chinese suppliers are worsening a situation that threatens their sustainability and the European industrial base.

The entire supplier network is affected, with SMEs and mid-sized companies (ETIs) being the most vulnerable. For several months, announcements of job cuts and restructuring among automotive suppliers have multiplied across Europe. According to CLEPA's statements, these companies announced the loss of 54,000 jobs in 2024.

In addition to job losses, there is now the risk of key engineering skills disappearing with the closure of research technical centers.

As the market share of electric vehicles stagnates and remains below the levels initially calculated for meeting 2025 CO2 targets, suppliers are threatened by a further loss of volumes. Already concerned about the low levels at the beginning of the year, suppliers fear that European manufacturers will reduce the production of combustion engine vehicles, which still account for 75 to 80% of volumes today, in order to avoid the fines they are exposed under the CAFE regulations for 2025.

Suppliers would be the first to be impacted by such a decision they would have to endure. This decision would only worsen their situation, reducing their ability to invest in electrification and leading to plant closure in Europe.

Faced with this serious and imminent threat, the professional organizations of CLIFA urge European decision-makers to immediately consider the full impact on the supplier network, particularly SMEs and ETIs, and the risk of losing value in Europe.

They call on the European Commission to adopt immediate measures to prevent disastrous effects on suppliers, whose added value and innovation are vital to our industry.

Such a decision to avoid applying CAFE penalties in 2025 is the first priority for the strategic dialogue with stakeholders and must be announced without delay, so that manufacturers can integrate it and avoid further weakening their suppliers through reduced production.

The FIEV, FFF, GPA, ELANOVA, FIM Mecallians and FFC fully support the request made by ACEA and CLEPA -expressed in their joint statement of January 27, 2025 - to urgently and clearly resolve the issue of the CO2 compliance burden for 2025 to ensure that no penalties will be incurred.

They also welcome the French government's request to the European Commission to make a prompt decision in this regard.

### **About the Liaison Committee of Automotive Supplier Industries ('CLIFA')**

The six professional organizations mentioned above are members of the Liaison Committee of Automotive Supplier Industries ('CLIFA'), an informal structure for exchanges, discussions, and studies on topics considered of 'common interest' by its members.

#### [Press contact](#)

#### **Agence Proches for FIEV**

Adèle Nangéroni : [adele.nangeroni@agenceproches.com](mailto:adele.nangeroni@agenceproches.com) +33 (0)6 29 89 26 67

Kelly Martin : [kelly.martin@agenceproches.com](mailto:kelly.martin@agenceproches.com) +33 (0)6 63 52 94 74