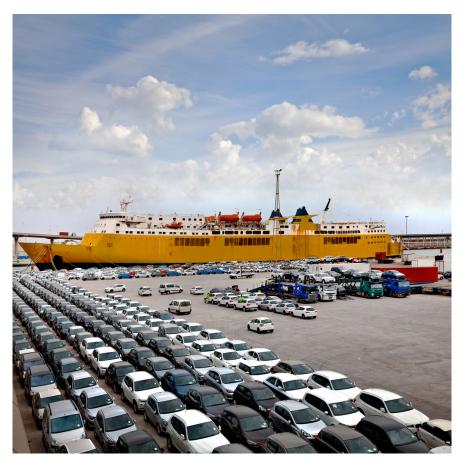


Bruegel: Is the European automotive industry ready for the global electric vehicle revolution?

What will happen to Europe's automotive industry if electrification substantially progresses. Europe can't follow China in the adoption of centrally-planned industrial policy measures, but it certainly can and should do more to stimulate the transformation of its automotive industry through more ambitious policies. By **Gustav Fredriksson and team**



Source: Shutterstock

The automotive sector is currently at the centre of a global transformation, driven by four key trends: electrification, autonomous driving, sharing and connected cars. While each of these interconnected trends is already visible in daily life, their full deployment is not yet guaranteed, nor is the speed of take-up.

This Policy Contribution investigates the position of the European automotive industry in a scenario in which electrification substantially progresses.

The results are encouraging for Europe: EU companies entered the global electric vehicle race late, but on the basis of our analysis it is not yet too late for them to catch up and make the best of this change.

European car manufacturers can rely on a large internal market, long experience in automotive manufacturing and a portfolio of research and development projects and patents that is diversified across various power-train technologies. But if Europe wants to succeed in the global electric vehicle race, its automotive industry will have to move into higher gear to meet the global – notably Chinese – competition. Nevertheless, industry needs the proper framework conditions as the basis for more ambitious investments in electrification – as examples such as Norway or China demonstrate.

This Policy Contribution formulates a broad policy framework for deployment and production of electric vehicles in Europe, combining demand and supply-side instruments. Europe cannot follow China in the adoption of centrally-planned industrial policy measures. But it certainly can and should do more to stimulate the transformation of its automotive industry through more ambitious policies.

You can read the full report here, by Gustav Fredriksson, Alexander Roth, Simone Tagliapietra and Reinhilde Veugelers.

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Author

Amrita Naik Nimbalkar Junior Economist, Global Macro amrita.naik.nimbalkar@ing.com

Mateusz Sutowicz Senior Economist, Poland <u>mateusz.sutowicz@ing.pl</u>

Alissa Lefebre Economist alissa.lefebre@ing.com

Deepali Bhargava

Regional Head of Research, Asia-Pacific <u>Deepali.Bhargava@ing.com</u>

Ruben Dewitte Economist +32495364780 ruben.dewitte@ing.com

Kinga Havasi Economic research trainee kinga.havasi@ing.com

Marten van Garderen Consumer Economist, Netherlands marten.van.garderen@ing.com

David Havrlant Chief Economist, Czech Republic 420 770 321 486 david.havrlant@ing.com

Sander Burgers Senior Economist, Dutch Housing sander.burgers@ing.com

Lynn Song Chief Economist, Greater China lynn.song@asia.ing.com

Michiel Tukker Senior European Rates Strategist michiel.tukker@ing.com

Michal Rubaszek Senior Economist, Poland michal.rubaszek@ing.pl

This is a test author

Stefan Posea Economist, Romania <u>tiberiu-stefan.posea@ing.com</u>

Marine Leleux Sector Strategist, Financials marine.leleux2@ing.com Jesse Norcross Senior Sector Strategist, Real Estate jesse.norcross@ing.com

Teise Stellema Research Assistant, Energy Transition <u>teise.stellema@ing.com</u>

Diederik Stadig Sector Economist, TMT & Healthcare <u>diederik.stadig@ing.com</u>

Diogo Gouveia Sector Economist <u>diogo.duarte.vieira.de.gouveia@ing.com</u>

Marine Leleux Sector Strategist, Financials marine.leleux2@ing.com

Ewa Manthey Commodities Strategist <u>ewa.manthey@ing.com</u>

ING Analysts

James Wilson EM Sovereign Strategist

EM Sovereign Strategist James.wilson@ing.com

Sophie Smith

Digital Editor sophie.smith@ing.com

Frantisek Taborsky

EMEA FX & FI Strategist <u>frantisek.taborsky@ing.com</u>

Adam Antoniak Senior Economist, Poland adam.antoniak@ing.pl

Min Joo Kang

Senior Economist, South Korea and Japan min.joo.kang@asia.ing.com

Coco Zhang

ESG Research coco.zhang@ing.com

Jan Frederik Slijkerman Senior Sector Strategist, TMT jan.frederik.slijkerman@ing.com

Katinka Jongkind Senior Economist, Services and Leisure Katinka.Jongkind@ing.com

Marina Le Blanc Sector Strategist, Financials Marina.Le.Blanc@ing.com

Samuel Abettan Junior Economist samuel.abettan@ing.com

Franziska Biehl Senior Economist, Germany <u>Franziska.Marie.Biehl@ing.de</u>

Rebecca Byrne Senior Editor and Supervisory Analyst <u>rebecca.byrne@ing.com</u>

Mirjam Bani Sector Economist, Commercial Real Estate & Public Sector (Netherlands) mirjam.bani@ing.com

Timothy Rahill Credit Strategist timothy.rahill@ing.com

Leszek Kasek Senior Economist, Poland leszek.kasek@ing.pl

Oleksiy Soroka, CFA Senior High Yield Credit Strategist oleksiy.soroka@ing.com

Antoine Bouvet Head of European Rates Strategy antoine.bouvet@ing.com

Jeroen van den Broek

Global Head of Sector Research jeroen.van.den.broek@ing.com

Edse Dantuma Senior Sector Economist, Industry and Healthcare edse.dantuma@ing.com

Francesco Pesole FX Strategist francesco.pesole@ing.com

Rico Luman Senior Sector Economist, Transport and Logistics <u>Rico.Luman@ing.com</u>

Jurjen Witteveen

Sector Economist jurjen.witteveen@ing.com

Dmitry Dolgin Chief Economist, CIS dmitry.dolgin@ing.de

Nicholas Mapa

Senior Economist, Philippines nicholas.antonio.mapa@asia.ing.com

Egor Fedorov

Senior Credit Analyst egor.fedorov@ing.com

Sebastian Franke Consumer Economist sebastian.franke@ing.de

Gerben Hieminga Senior Sector Economist, Energy gerben.hieminga@ing.com

Nadège Tillier Head of Corporates Sector Strategy nadege.tillier@ing.com

Charlotte de Montpellier Senior Economist, France and Switzerland <u>charlotte.de.montpellier@ing.com</u>

Laura Straeter

Behavioural Scientist +31(0)611172684 laura.Straeter@ing.com

Valentin Tataru Chief Economist, Romania

<u>valentin.tataru@ing.com</u> James Smith

Developed Markets Economist, UK james.smith@ing.com

Suvi Platerink Kosonen Senior Sector Strategist, Financials suvi.platerink-kosonen@ing.com

Thijs Geijer Senior Sector Economist, Food & Agri <u>thijs.geijer@ing.com</u>

Maurice van Sante Senior Economist Construction & Team Lead Sectors <u>maurice.van.sante@ing.com</u>

Marcel Klok Senior Economist, Netherlands <u>marcel.klok@ing.com</u>

Piotr Poplawski Senior Economist, Poland piotr.poplawski@ing.pl

Paolo Pizzoli Senior Economist, Italy, Greece paolo.pizzoli@ing.com

Marieke Blom Chief Economist and Global Head of Research marieke.blom@ing.com

Raoul Leering Senior Macro Economist raoul.leering@ing.com

Maarten Leen Head of Global IFRS9 ME Scenarios <u>maarten.leen@ing.com</u> Maureen Schuller Head of Financials Sector Strategy Maureen.Schuller@ing.com

Warren Patterson Head of Commodities Strategy Warren.Patterson@asia.ing.com

Rafal Benecki Chief Economist, Poland <u>rafal.benecki@ing.pl</u>

Philippe Ledent Senior Economist, Belgium, Luxembourg philippe.ledent@ing.com

Peter Virovacz Senior Economist, Hungary <u>peter.virovacz@ing.com</u>

Inga Fechner Senior Economist, Germany, Global Trade inga.fechner@ing.de

Dimitry Fleming Senior Data Analyst, Netherlands <u>Dimitry.Fleming@ing.com</u>

Ciprian Dascalu Chief Economist, Romania +40 31 406 8990 <u>ciprian.dascalu@ing.com</u>

Muhammet Mercan Chief Economist, Turkey muhammet.mercan@ingbank.com.tr

Iris Pang Chief Economist, Greater China iris.pang@asia.ing.com

Sophie Freeman Writer, Group Research +44 20 7767 6209 Sophie.Freeman@uk.ing.com

Padhraic Garvey, CFA Regional Head of Research, Americas

padhraic.garvey@ing.com

James Knightley Chief International Economist, US james.knightley@ing.com

Tim Condon Asia Chief Economist +65 6232-6020

Martin van Vliet Senior Interest Rate Strategist +31 20 563 8801 martin.van.vliet@ing.com

Karol Pogorzelski

Senior Economist, Poland Karol.Pogorzelski@ing.pl

Carsten Brzeski Global Head of Macro carsten.brzeski@ing.de

Viraj Patel Foreign Exchange Strategist +44 20 7767 6405 viraj.patel@ing.com

Owen Thomas

Global Head of Editorial Content +44 (0) 207 767 5331 <u>owen.thomas@ing.com</u>

Bert Colijn

Chief Economist, Netherlands bert.colijn@ing.com

Peter Vanden Houte

Chief Economist, Belgium, Luxembourg, Eurozone peter.vandenhoute@ing.com

Benjamin Schroeder

Senior Rates Strategist <u>benjamin.schroder@ing.com</u>

Chris Turner

Global Head of Markets and Regional Head of Research for UK & CEE <u>chris.turner@ing.com</u>

Gustavo Rangel Chief Economist, LATAM +1 646 424 6464 gustavo.rangel@ing.com

Carlo Cocuzzo

Economist, Digital Finance +44 20 7767 5306 <u>carlo.cocuzzo@ing.com</u>