



EUROPEAN
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ANNEX

ANNEX

to the

Commission Decision

on the approval and signature of a Memorandum of Understanding on the cooperation and collaboration to enhance the research and innovation contribution to the Industrial Action Plan for the European automotive sector

ANNEX

MEMORANDUM OF UNDERSTANDING

On the cooperation and collaboration of the sides to enhance the research and innovation contribution to the Industrial Action Plan for the European automotive sector

BETWEEN

**THE EUROPEAN COMMISSION, DIRECTORATE GENERAL RESEARCH AND INNOVATION
(HEREINAFTER DG RTD)**

*represented by Commissioner Ekaterina Zaharieva and by Commissioner Apostolos
Tzitzikostas*

AND

The Private side of the Co-programmed European Partnership 2Zero

represented by Stephan Neugebauer

(EGVIAfor2Zero)

AND

The Private side of the Co-programmed European Partnership CCAM

represented by Christian Merkt

(CCAM Association)

AND

The Private side of the Co-programmed European Partnership BATT4EU

represented by Marina Urbina and Franz Geyer,

(BEPA)

(Hereinafter collectively referred to as the "**Sides**")

Whereas:

- The **Co-programmed European Partnership - Towards Zero-emission Road Transport (2Zero)** under Horizon Europe has a strategic role in supporting R&I objectives contributing to Europe having the first climate-neutral road transport system by 2050; ensuring technology leadership supporting economic growth and safeguarding jobs creation all over Europe; support the identification of future skills, new training schemes and reskilling of workers; ensuring European competitiveness in solutions for an integrated climate-neutral road transport ecosystem.
- The **Co-programmed European Partnership - Connected, Cooperative and Automated Mobility (CCAM)** European Partnership under Horizon Europe has a strategic role in supporting R&I objectives towards a safe and efficient co-existence between automated and non-automated “conventional” traffic for a long transition period of mixed traffic while overall reducing the number of fatalities and injuries in road transport; assessing the long-term impacts of increasingly automated and connected road transport, in particular, on jobs and ethical issues to ensure social acceptance; increased efficiency of transport flows (people and goods) leading to better use of (connected) infrastructure capacity and preservation of public space while reducing transport emissions and congestion; making Europe a world leader in the development and deployment of resilient connected and automated mobility for people and goods with more focused long-term investments in R&I, development and pre-deployment of CCAM; support the creation, dissemination and capitalisation of knowledge to accelerate the development and improvement of CCAM enabled solutions.
- The **Co-programmed European Partnership – Towards a competitive European industrial battery value chain (BATT4EU)** under Horizon Europe has a strategic role in supporting R&I objectives contributing to making Europe the first climate-neutral continent by 2050 by widespread adoption of e-mobility and stationary electrical energy storage; enabling European leadership in the battery industry across the value chain, creating economic growth and quality jobs in a circular economy, by supporting the development of an innovative, competitive and sustainable battery manufacturing industry and a skilled workforce in Europe; contributing to achieving a zero-pollution ambition for a toxic-free environment, by providing safer and more sustainable batteries and processes in the context of the circular economy (along the whole value chain, including recycling).

Considering that:

- The Regulation (EU) No. 2021/695 of the European Parliament and of the Council of 28 April 2021 establishing Horizon Europe – the Framework Programme for Research and Innovation, laying down its rules for participation and dissemination, and repealing Regulations (EU) No.

1290/2013 and (EU) No. 1291/2013¹ (hereinafter “Horizon Europe Regulation”) encourages coordinated efforts by focussing on sustainability, innovation and competitiveness to secure the EU position as a global leader in the automotive sector.

- The “**Sustainable and Smart Mobility Strategy** – putting European transport on track for the future, (COM/2020/789)”², laying the foundation for how the EU transport system can achieve its green and digital transformation and become more resilient, aiming at a 90% cut in greenhouse gas emissions by 2050, delivered by a smart, competitive, safe, accessible and affordable transport system.
- The “**Industrial Action Plan for the European automotive sector**” (COM/2025/95)³ (hereinafter “the Automotive Action Plan”) recognizes that our automotive industry is also confronted with serious competitiveness challenges. It faces global supply chain risks and dependencies, fierce competition for talent, skills shortages, mismatches and needs for reskilling, cost gaps in key inputs, and an increasingly volatile geopolitical context. European Union companies risk falling behind on key strategic technologies. Therefore, future EU R&I must be focused and targeted along key strategic interests, and the Action Plan has envisaged a stronger R&I partnership cooperation and set up, without prejudice to the future Multiannual Financial Framework proposal, recognizing the ambition to ensure that the European automotive industry shapes the transition to zero-emission, connected, cooperative and increasingly automated vehicles. These are areas where collaborative, EU level Research and Innovation has a pivotal role to play, particularly in the areas of batteries and electrification, autonomous driving, digitalization and software defined vehicles.
- Batteries are a key enabling technology to ensure European competitiveness in a broad set of economic sectors. Establishing a competitive European battery value chain will contribute to achieving the objectives of the Automotive Action Plan and other adopted and forthcoming pieces of legislation, such as the **Critical Raw Materials Act** (EU/2024/1252)⁴, the **Net Zero Industry Act** (COM/2023/161)⁵, **Action Plan for Affordable Energy** (COM/2025/79)⁶, the **Industrial Decarbonisation Accelerator Act** and the **Circular Economy Act**, all supporting the objectives of the Clean Industrial Deal (COM/2025/85)⁷.

¹ Regulation (EU) 2021/695 of The European Parliament and of The Council of 28 April 2021 establishing Horizon Europe – the Framework Programme for Research and Innovation, laying down its rules for participation and dissemination, and repealing Regulations (EU) No 1290/2013 and (EU) No 1291/2013

² “Sustainable and Smart Mobility Strategy – putting European transport on track for the future, COM/2020/789” <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A52020DC0789>

³ Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions: Industrial Action Plan for the European automotive sector (COM/2025/95) <https://eur-lex.europa.eu/legal-content/EN/HIS/?uri=CELEX:52024PC0095>

⁴ 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. <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32024R1252&qid=1720020986785>

⁵ Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on establishing a framework of measures for strengthening Europe’s net-zero technology products manufacturing ecosystem (Net Zero Industry Act) (COM/2023/161) <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A52023PC0161>

⁶ COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT, THE COUNCIL, THE

- The “**AI Continent Action Plan**” (COM/2025/165)⁸ and the related “**European Strategy for Data**” (COM/2020/66)⁹ and the forthcoming Data Union Strategy, envisioning that the European Union becomes a global leader in Artificial Intelligence, particularly in key European industrial sectors where the EU has a strong leadership, including mobility and automotive.
- This **Memorandum of Understanding** (hereinafter “MoU”) constitutes an arrangement in which the sides will undertake all efforts necessary to achieve the objectives herein outlined. The MoU is not legally binding and does not, and will not, create any contractual or pre-contractual obligations for the Sides under any law or legal system. Nothing in this MoU will be construed as creating any liability, rights, waiver of any rights or obligations for any Side or as releasing any Side from its legal obligations. Neither Side will be liable under this MoU towards the other Sides.

The Sides intend to proceed as follows:

1. Objectives of the MoU

- 1.1. To enhance coordination between the Research and Innovation (hereinafter “R&I”) areas covered by the Sides, ensuring strategic alignment of priorities towards the competitiveness of the EU automotive industry, including in the implementation of the Horizon Europe’s relevant automotive expenditure, and particularly the relevant work programmes under the period 2026-2027.
- 1.2. To facilitate exchanges on existing projects and initiatives including coordination with relevant EU, national and private R&I investments in the sector, which can help shape future R&I priorities.
- 1.3. To leverage the knowledge of the Sides regarding EU national and regional initiatives to support R&I in the areas covered by the Automotive Action Plan, taking advantage of the States Representative Groups and related fora already existing in the current Horizon Europe Partnerships.

EUROPEAN ECONOMIC AND SOCIAL COMMITTEE AND THE COMMITTEE OF THE REGIONS

Action Plan for Affordable Energy Unlocking the true value of our Energy Union to secure affordable, efficient and clean energy for all Europeans (COM/2025/79)

<https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A52025DC0079&qid=1741780110418>

⁷ COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL COMMITTEE AND THE COMMITTEE OF THE REGIONS The Clean Industrial Deal: A joint roadmap for competitiveness and decarbonisation

(COM/2025/85) <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A52025DC0085>

⁸ Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions: AI Continent Action Plan (COM/2025/165) <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:52025DC0165>

⁹ Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions: A European Strategy for Data (COM/2020/66): <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52020DC0066>

1.4.To contribute, under the policy guidance of the European Commission¹⁰ and by involving other relevant EU stakeholders, including vertical or transversal areas relevant to automotive, such as social partners or industrial and research-based associations, to the definition of the R&I aspects of an EU vision towards a sustainable global leadership for competitiveness of the EU automotive sector in 2035 and beyond, also considering the instruments mentioned in the Industrial Action Plan for the Automotive Sector.

1.5.To jointly develop, under the policy guidance of the European Commission¹¹, a corresponding Joint Strategic Research and Innovation Agenda (hereinafter “SRIA”) outlining future ambitious R&I needs and priorities in the European Automotive sector that may be supported in an EU R&I collaborative setting, fostering the competitiveness of the sector and delivering on the ambitions of the Action Plan. This exercise will be done in close cooperation, coordination and complementarity with the work done under the European Connected and Autonomous Vehicle Alliance to be launched by September 2025.

2. Intended deliverables and timeline

2.1.An ambitious and forward-looking contribution related to the R&I aspects of a joint EU vision for the technological competitiveness of the EU automotive sector delivered by December 2025, based on relevant EU targets for the sector and relevant EU legislation.

2.2.An overview of the international R&I context in the automotive sector, with particular focus on the areas essential for EU competitiveness, delivered by December 2025.

2.3.A Joint SRIA, delivered by June 2026, capable of implementing the R&I aspects of the above EU Vision and building as appropriate on Sides’ existing results and individual SRIAs, along with inputs from other relevant stakeholders, with some preparation steps for large-scale research, innovation and deployment activities being potentially implemented as joint topics before the next MFF enters into force and if budget allows.

2.4.An overview of the existing R&I programmes and initiatives at EU, national and regional levels, that are relevant for the automotive sector and that can contribute to the objectives of the SRIA, delivered by June 2026.

3. Governance

3.1.The Sides intend to ensure appropriate representation and up to a maximum of four representatives for each Side at the meetings¹² that will take place for the purpose of discussing matters relating to the delivery of the objectives of this MoU.

¹⁰ At director or Head of unit level

¹¹ Represented by the relevant services, which may include DG RTD, DG MOVE, DG GROW, DG CNECT

¹² At director or Head of unit level

- 3.2. The Sides envisage that the deliverables are approved by consensus, and that no voting or hierarchical mechanism is intended to exist between the different participants.
- 3.3. The Sides expect to set up an appropriate process and stakeholders' meetings to deliver on the agreed timeline in coordination with industrial and/or dedicated working groups. The stakeholders meeting can include the set-up of an industrial expert group in line with the applicable EU legislation.
- 3.4. The European Commission, through DG RTD, and in coordination with relevant Commission's services, will ensure the chairing and organisation of the meetings, including their logistics. The other sides will co-chair the meetings and the agenda will be agreed by the Sides.

4. Application and duration of this MoU

- 4.1. This MoU is not intended to hinder or in any way alter the implementation of any previous MoU signed with any of the Horizon Europe Partnerships, which remain valid.
- 4.2. The Sides intend to resolve issues related to the interpretation and implementation of this MoU by joint consultation. In case of continuing disagreement each of the Sides can request to withdraw from this MoU.
- 4.3. Adaptations to this MoU can be requested by any Party by registered communication to all other Sides.
- 4.4. Any Party can communicate by a registered communication at any time the motivated intention to end their participation in this MoU.
- 4.5. Other Sides, not subject to this MoU, can request or be invited to sign this MoU at a later date, subject to their commitment towards its objectives and deliverables, and the agreement of the current Sides.
- 4.6. The Sides intend the MoU to come into force on the day of the last signature of any of the Sides, and that it is automatically terminated when the objectives herein set out are fulfilled and the deliverables presented within the deadlines foreseen.
- 4.7. This MoU does not affect the European Commission's prerogatives in the implementation of the EU budget, as established in the Treaties and in relevant and applicable EU secondary law.

Signed in Brussels,

FOR THE EUROPEAN COMMISSION		FOR THE PRIVATE SIDE OF THE HORIZON EUROPE PARTNERSHIP – 2Zero <i>(EGVIAfor2Zero)</i>	FOR THE PRIVATE SIDE OF THE HORIZON EUROPE PARTNERSHIP – CCAM (CCAM Association)	FOR THE PRIVATE SIDE OF THE HORIZON EUROPE PARTNERSHIP – BATT4EU (BEPA)
Ekaterina Zaharieva, Commissioner for Start-Ups and Research and Innovation	Apostolos Tzitzikostas, Commissioner for Sustainable Transport and Tourism	Stephan Neugebauer, Chair of <i>EGVIAfor2Zero</i>	Christian Merkt, Chair of CCAM Association	Marina Urbina, Research Vice President, BEPA and Franz Geyer, Member of the Executive Board, BEPA
Date		Date	Date	Date

Annex 1 - Draft skeleton of a prospective SRIA (2028-2034) for the EU automotive sector

(The following sections are not to be considered as an exhaustive and fixed list but as the main elements for further development. Sections/areas could be added or removed as appropriate)

1. Introduction

- Objectives of the SRIA
- Added value of EU research and innovation funding in automotive
- Strategic fit with EU policy priorities (among others the Industrial Action Plan for the European automotive sector, European Green Deal, the Sustainable and Smart Mobility Strategy, the Open Strategic Autonomy, Digital Europe, a Competitiveness Compass for the EU, Clean Industrial Deal, EU Startup and Scaleup Strategy and other Choose Europe relevant initiatives, the AI Continent strategy and the forthcoming Apply AI Strategy, the European Strategy for Data and the upcoming European Data Union Strategy and other relevant EU initiatives for the sector)
- R&I state of the art and global context
- Duration, scope, (expected budget), and stakeholders

2. Vision and Mission

- Long-term vision for the R&I aspects of the European automotive and mobility sector
- **Mission statement:** *“to reinforce and accelerate, through research and innovation, the competitiveness of the automotive industry in the EU.”*
- Transition pathways (towards zero-emission, digital, circular economy, automated mobility, inclusive mobility, Resilience and European technological sovereignty)

3. Strategic Objectives

- Competitive and resilient European automotive value chains
- Decarbonisation and sustainability of road transport
- Software-defined, connected & automated vehicles
- Reduction of pollutant emissions from motor vehicles, both exhaust emissions and non-exhaust (brake emissions) and tire abrasion
- Safety, inclusiveness, and user acceptance
- Circular economy, recycling, reuse, manufacturing
- Integrated R&I ecosystems and skills development
- Accelerated Market deployment

4. Research & Innovation Vertical Pillars and Transversal Areas

VERTICAL PILLARS

Pillar 1 – Zero-Emission mobility

- Battery technologies for automotive
- Integration of battery technologies into road mobility applications
- Electromobility and integration into the grid (e.g. bi-directional charging)

Pillar 2 – Digital mobility¹³

- Vehicular and Infrastructure Connectivity
- Safe and inclusive autonomous mobility
- Intelligent Transport Systems and Services, and Cooperative Intelligent Transport Systems, included in ITS
- Digitalisation of passengers and freight road transport

TRANSVERSAL AREAS

Area 1 – Design, Manufacturing and Production (Innovative, flexible and automated manufacturing, development methods and tools)

Area 2 – Software Defined Vehicle (SDV), hardware computing architectures and automotive electronics, AI models and tools, and software standards for building blocks and interfaces ¹⁴

Area 3 – AI Supported Design, manufacturing, vehicle functions and services, Data and Cybersecurity

Area 4 – Circular Economy, advanced materials, life cycle assessment (LCA)

6. Expected Impacts and KPIs

- Strengthened EU automotive competitiveness
- European industrial leadership and resilience
- Safer, more accessible and inclusive road transport and mobility
- Contribution to climate neutrality (transport emissions)

7. Coordination with and leveraging of other EU and national Initiatives and funding instruments

8. International Cooperation

9. Roadmap and Timeline

- Key technology milestones (2028–2034)
- Evaluation points and adaptation

¹³ These activities will be done in close cooperation, coordination and complementarity with the European Connected and Autonomous Vehicle Alliance, to be launched by September 2025.

¹⁴ Definition of these SRIA topics will be done in close cooperation, coordination and complementarity with the European Connected and Autonomous Vehicle Alliance. R&I activities on these SRIA topics may be partly carried out under the Chips Joint Undertaking, subject to approval by the Governing Board of the Chips JU