

(English version)

**Question for written answer E-001770/24
to the Commission**

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(19 September 2024)

Subject: Impact of climate policy on the employment rate in the mobility sector

The systematic review of existing legislation is the key governance tool to ensure that climate policy objectives are realistic in light of the framework conditions in the mobility sector. The politically desired rapid market penetration of e-vehicles is not matched by a parallel push to restructure supply chains and make the consumer market more attractive. This is already leading to massive upheavals, with car manufacturers planning substantial job cuts.

This raises the following questions:

1. To what extent is the ban on the registration of new combustion engine vehicles from 2035 already resulting in job losses and what is the total number of job losses expected by 2035?
2. What impact would a technology-neutral approach have on safeguarding jobs in car manufacture and in the supply industry?
3. Is the European Commission considering an early review of legislation relevant to the automotive sector? If so, within what time frame? If not, why not?

Submitted: 19.9.2024

Answer given by Executive Vice-President Minzatu on behalf of the European Commission
(17 December 2024)

Challenges in the EU automotive industry stem from shifting mobility patterns and consumer preferences, overcapacity, increased global competition and regulatory changes around the world.

At this point, it is not possible to isolate the impact of the European regulatory framework on jobs. The revision of the regulation on CO₂ emission performance standards for newly registered passenger cars and vans ⁽¹⁾ established a 100% emission reduction target from 2035 onwards ⁽²⁾.

This sets a clear framework creating certainty for manufacturers and investors, with sufficient lead time to prepare a fair transition. Building on a progress report to be published in 2025 ⁽³⁾, including the impact on jobs, the Commission is to review ⁽⁴⁾, in 2026, the effectiveness of the regulation, taking into account notably the importance of an economically viable and socially fair transition.

As highlighted in the political guidelines of the President of the Commission ⁽⁵⁾, a technology-neutral approach will be required to reach the 2035 climate neutrality target, in which e-fuels have a role to play through a targeted amendment of the regulation as part of the foreseen review.

The EU automotive industry employs over 10% of the manufacturing workforce. The Commission will work on an automotive competitiveness action plan to support it.

In addition, the Commission will develop a quality jobs roadmap to ensure a fair transition for all workers, building on the EU's Just Transition policy framework, notably the Council Recommendation on ensuring a fair transition towards climate neutrality ⁽⁶⁾.

⁽¹⁾ Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles, consolidated version available at: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A02019R0631-20240101>; 2023 amendment available at: <https://eur-lex.europa.eu/eli/reg/2023/851/oj>

⁽²⁾ The Impact Assessment accompanying the regulation estimates a small overall increase in employment in EU-27, with positive impacts in sectors supplying to the automotive sector and the power sector, and small negative impacts in the automotive sector.

⁽³⁾ Article 14a (f) of the regulation.

⁽⁴⁾ Article 15 of the regulation.

⁽⁵⁾ POLITICAL GUIDELINES FOR THE NEXT EUROPEAN COMMISSION 2024-2029, available at https://commission.europa.eu/document/download/e6cd4328-673c-4e7a-8683-f63ffb2cf648_en

⁽⁶⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A32022H0627%2B04%29>