

(English version)

Question for written answer E-001251/25
to the Commission
Anja Arndt (ESN)
(26 March 2025)

Subject: Job losses in the German automotive industry — Commission countermeasures

According to a study by audit firm EY, the German automotive and supplier industry shed 19 000 jobs in 2024, meaning that the sector now employs only 761 000 people in Germany — its lowest figure since 2013. Audi intends to cut 7 500 posts in the next few years, and ZF Friedrichshafen 14 000.

1. Does the Commission acknowledge that these horrendous statistics are primarily the result of anti-industry EU legislation based on the Paris Agreement and the Green Deal, i.e., of, first, the factually incorrect and misleading statement in Regulation (EU) 2019/631 that electric vehicles are ‘zero emission’ vehicles, while manufacturers of combustion engine vehicles face penalties, and, second, of the actual ban in Regulation (EU) 2023/851 on fitting new vehicles with combustion engines?
2. What would the Commission say to changing tack in EU legislation in order to stem the demise of a key industrial sector in Germany and the rest of Europe (which is benefiting the competition in Asia and the United States), thus preventing further deindustrialisation and the associated loss of prosperity?

Submitted: 26.3.2025

Answer given by Mr Hoekstra on behalf of the European Commission
(8 May 2025)

The Commission is fully aware that the European automotive sector is facing a critical turning point. The sector is undergoing a structural transformation as the global shift to clean and digital mobility is accelerating, while rapid technological changes and increasing competition are posing significant challenges.

At the same time, the sector faces global supply chain risks and dependencies on raw materials and battery imports, an over-reliance on fossil fuels, fierce competition for talent, cost gaps in key inputs, and an increasingly volatile geopolitical context.

This is why, on 5 March 2025, the Commission adopted an Industrial Action Plan for the European automotive sector, building on the Strategic Dialogue on the Future of the European Automotive Industry ⁽¹⁾.

The action plan stresses that the CO₂ standards provide long-term certainty and predictability for investors along the value chain, while allowing sufficient lead time for a fair transition.

It sets out a comprehensive set of measures to ensure a fair and socially equitable transition in the sector and to guarantee its international competitiveness, prioritising high-quality jobs and supporting workers through the changes ahead.

To address the employment challenges that come with the transition, the EU has already put in place various initiatives, such as funding from the European Social Fund Plus (ESF+) and the European Globalisation Fund for Displaced Workers (EGF).

In 2026, support through Erasmus+ grants of up to EUR 90 million will be made available for the relevant Large-Scale Skills Partnerships, including the one for the automotive sector. The Commission will also set up a European Fair Transition Observatory, which will identify future job risks and skills gaps.

⁽¹⁾ https://transport.ec.europa.eu/document/download/89b3143e-09b6-4ae6-a826-932b90ed0816_en?filename=Communication%20-%20Action%20Plan.pdf