

(English version)

**Question for written answer E-001257/25
to the Commission
Erik Kaliňák (NI)
(26 March 2025)**

Subject: Tightening of import quotas for steel

By tightening steel import quotas, the Commission is risking the destruction of the automotive industry, one of the mainstays of the European economy, under the guise of protecting the steel sector. How can the Commission justify a policy that raises steel prices, stifles the competitiveness of car manufacturers and puts millions of jobs at risk, instead of tackling the real problems facing the sector?

In the light of the foregoing:

1. What measures does it have in place to mitigate the sharp rise in steel prices which the changes in quotas may cause and which is pushing the car industry into an existential crisis?
2. Has the Commission carried out a detailed assessment of the policy's impact on EU competitiveness, with particular emphasis on the automotive industry, employment and, not least, the rise in the price of steel?
3. Is the Commission prepared to bear the political and legal responsibility for the measure if it results in the closure of more EU car production or its departure to countries that do not adopt similarly destructive measures?

Submitted: 26.3.2025

**Answer given by Mr Šefčovič on behalf of the European Commission
(20 May 2025)**

While the application of EU trade defence instruments is not subject to impact assessments, the Commission confirms that in conducting the latest review investigation, it did analyse the overall EU interest, including the interests of EU industries using steel as an input for their production. In this regard, the Commission also considered the specific views of the European Automobile Manufacturers' Association (ACEA), which came forward as interested party and submitted comments on the request of the EU steel industry. ACEA was particularly concerned about potential tightening of the safeguard measure as concerns product Category cB, which includes corrosion resistant sheets used specifically by the automotive industry.

The outcome of the review regarding Category cB is that no adjustments are applied in this category so as not to unnecessarily restrict sourcing opportunities for the EU automotive industry. Although the EU automotive industry is affected by the change of the liberalisation rate to 0.1% starting 1 July 2025, the current quotas are nevertheless increasing compared with the current quarter.

In conclusion, because the measure is not tightened with regard to the product indicated as a specific concern by the ACEA, the Commission does not expect the outcome of the review to result in a sharp increase of steel prices in this category, nor to result in closures of automotive plants.
