

(English version)

Question for written answer E-003601/25
to the Commission
Dan-Ștefan Motreanu (PPE)
(17 September 2025)

Subject: Supporting a just transition in car-producing regions

At its annual political conference in Munich, the Automotive Regions Alliance (ARA) — representing 38 vehicle-producing regions — expressed its support for the EU's ambition to decarbonise its transport sector by 2035. While endorsing climate neutrality, the regions stressed the need for a technology-neutral approach, including electrification, hydrogen, synthetic fuels and biofuels.

The 'Munich Declaration' underlines that the green and digital transition of the automotive sector will require massive investment in infrastructure, innovation and skills, alongside stronger support for small and medium-sized enterprises. Regional leaders warned that without a territorial dimension in the next multiannual financial framework (2028-2034), regional value chains could be further weakened by global competition and trade tensions.

The ARA welcomed the Commission's Industrial Action Plan and new European Connected and Autonomous Vehicle Alliance, but voiced concern over the lack of territorial focus in EU policies and their exclusion from the Strategic Dialogue on the future of industry. They also called for closer cooperation with local authorities on deploying charging points, financing gigafactories and scaling battery recycling.

What measures does the Commission plan to take to strengthen its policies so that car-producing regions receive targeted EU investment and can achieve a just and inclusive transition?

Submitted: 17.9.2025

Answer given by Executive Vice-President Fitto on behalf of the European Commission
(31 October 2025)

Cohesion Policy is the EU's main policy for supporting all regions with their socioeconomic development.

During the 2021-2027 programming period, Cohesion Policy has supported the sector and the regions in which this sector is present: alternative fuels infrastructure (mostly electric charging points), the purchase of electrical vehicles for public services, measures to support research and innovation in the sector, and the support of strategic technologies through Strategic Technologies for Europe Platform (STEP) for automotive enterprises and their value chains.

Via the Smart Specialisation Strategies, various regions have made the automotive industry one of their investment priorities for European Regional Development Fund (ERDF) investment and are focusing resources on its transformation.

Recently, the adoption of Regulation (EU) 2025/1914 has allowed regions more possibilities to support large enterprises, including in the automotive sector. Also, energy interconnectors have been introduced as a strategic priority for Cohesion Policy.

Furthermore, to achieve a just transition and maintain competitiveness, it is important to invest in workers to help them navigate the challenges faced by the sector in synergy with the ERDF creating quality jobs in enterprises.

The Commission proposed targeted amendments to the European Globalisation Fund for Displaced Workers (EGF) and the European Social Fund Plus (ESF+) regulations ⁽¹⁾.

The scope of EGF would be extended to support companies in restructuring processes to protect employees against the risk of unemployment, while the amendments to the ESF+ regulation would allow Member States to reprogramme more money for the automotive sector.

⁽¹⁾ Which are currently under examination by co-legislators.