

(English version)

**Question for written answer E-000588/26
to the Commission
Rachel Blom (Pfe), Auke Zijlstra (Pfe)
(11 February 2026)**

Subject: Impact of EU transport policy on the automotive sector and budgetary impact on the EGF and net contributor Member States

On 9 January 2026, the Commission proposed to mobilise EUR 7.5 million from the European Globalisation Adjustment Fund (EGF) for 3 414 workers following the closure of the Audi plant in Brussels. This illustrates the large-scale restructuring which is taking place in the automotive sector. The EGF has an annual budget of EUR 35 million, which means that redundancies can swallow up part of the funds and have an impact on net contributor Member States such as the Netherlands.

At the same time, the EU is working on far-reaching legislation for road transport, including CO₂ standards and the Automotive Package. These legislative files influence cost structures and investment decisions and can contribute to restructuring and redundancies.

1. When assessing EGF applications, how does the Commission distinguish between redundancies resulting from business decisions and redundancies where EU legislation, such as the collective compliance costs of CO₂ standards and other transport rules, is a significant contributing factor?
2. What analyses has the Commission carried out, or does it plan to carry out, to assess the combined impact of restructuring caused by EU legislation on future demand for EGF funds and on the EU budget, including the consequences for net contributor Member States?
3. What measures is the Commission proposing within the Automotive Package and the CO₂ legislative files to limit production relocation outside the EU and to provide insight into the consequences for the EGF and the EU budget?

Submitted: 11.2.2026

**Answer given by Executive Vice-President Minzatu on behalf of the European Commission
(10 April 2026)**

Since 2021, the mobilisation of the European globalisation adjustment fund (EGF) is based solely on significant economic impact on the local or regional economy, specifically a minimum threshold of 200 job displacements in a set period, not the cause of redundancies.

On 26 February 2026, co-legislators reached a political agreement to expand the EGF ⁽¹⁾, introducing anticipatory support for workers at risk of job displacement.

Companies in restructuring can now access EGF co-financing for upskilling and reskilling, vocational counselling and guidance, for at-risk workers.

The EGF operates with a maximum annual budget of EUR 30 million (2018 prices) with no applications rejected due to budget limitations. In 2025, 60% of the available funds were utilised.

While the expanded scope — including anticipatory support — may drive higher demand, sufficient capacity remains before reaching the annual ceiling.

The automotive package includes several measures to provide the automotive industry with the necessary incentives to increase investments and scale-up production of clean vehicles in the EU.

The Battery Booster initiative ⁽²⁾ allocates EUR 1.8 billion to accelerate the development of a fully EU-based battery value chain, essential for relocating production to the EU. In the proposed revision of the CO₂ emission standards ⁽³⁾, the production of small electric vehicles in the EU is rewarded with supercredits.

The clean corporate vehicles proposal ⁽⁴⁾ reserves public funding for the corporate uptake of low-emission and zero-emission vehicles to vehicles made in the EU.

⁽¹⁾ https://employment-social-affairs.ec.europa.eu/news/commission-welcomes-political-agreement-broader-european-globalisation-adjustment-fund-supporting-2026-02-26_en Inclusion.

⁽²⁾ https://climate.ec.europa.eu/eu-action/eu-funding-climate-action/innovation-fund/battery-booster-facility_en.

⁽³⁾ COM(2025) 995 final, <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A52025PC0995>.

⁽⁴⁾ COM(2025) 994 final, <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=COM%3A2025%3A994%3AFIN>.

The EU content requirements in the proposed Industrial Accelerator Act ⁽⁵⁾ aim at boosting manufacturing of vehicles, batteries and automotive components in the EU.

⁽⁵⁾ COM(2026) 100 final, https://single-market-economy.ec.europa.eu/publications/industrial-accelerator-act_en.