

(English version)

**Question for written answer E-002627/26
to the Commission
Erik Kaliňák (NI)
(25 June 2026)**

Subject: The EU's green dream is turning into a nightmare: massive transfer of car production to China and layoffs in Europe?

The automotive industry is one of the most important industrial sectors in the EU. At the same time, competition is growing from manufacturers in third countries, particularly China, which are gradually increasing their share of the European electric vehicle market.

1. Does the Commission truly believe that its current regulatory framework will enable European car manufacturers to keep production in Europe competitive in the face of Chinese competition beyond 2030?
2. Which Member States and industrial regions does the Commission consider to be most at risk of a decline in production and job losses in the automotive industry?
3. What specific measures does the Commission plan to take to ensure that the transition to zero-emission mobility does not result in the relocation of production and investment outside the EU?

Submitted: 25.6.2026

**Answer given by Executive Vice-President Séjourné on behalf of the European Commission
(11 August 2026)**

The automotive industry is a cornerstone of Europe's industrial base, innovation and employment. However, it is currently facing major challenges, including lower sales on domestic and global markets, high energy prices, supply chain vulnerabilities and rising competition from Chinese manufacturers across all powertrains.

The severity of the impact of production decline and job losses for certain Member States or regions depends on several factors, including energy prices, share of employment in the automotive value chain and capacity of the industry to adapt.

Through cohesion policy, targeted territorial support is offered, including productive investments in industrial modernisation, innovation and re- and upskilling of workers.

Under this mandate, the Commission has been working on a proactive approach to keep automotive manufacturing in the EU competitive through the Industrial Action Plan for the European automotive sector ⁽¹⁾, the Automotive Package from December 2025 ⁽²⁾ and the Industrial Accelerator Act proposal (IAA) ⁽³⁾.

The IAA introduces EU origin requirements for the automotive industry with a substantial share of vehicle components ⁽⁴⁾ to be sourced or produced within the EU (or partner countries) when public money ⁽⁵⁾ is spent.

This measure is expected to boost production and investment across the entire EU automotive value chain. The measure will also re-level the playing field with third countries, thereby reducing the risk of job losses in the automotive industry.

Finally, in the context of investments in zero-emission mobility supported under the Social Climate Fund ⁽⁶⁾, the Commission is encouraging Member States to ensure a sustainable supply chain, as outlined in the Net Zero Industry Act ⁽⁷⁾ and the IAA ⁽⁸⁾.

⁽¹⁾ COM(2025) 95 final 89b3143e-09b6-4ae6-a826-932b90ed0816_en .

⁽²⁾ COM(2025) 995 final <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:52025PC0995> ; COM(2025) 994 final <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:52025PC0994> ; COM(2025) 993 final <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:52025PC0993> ; C(2025) 8950 final <https://eur-lex.europa.eu/eli/C/2026/682/oj/eng> .

⁽³⁾ COM(2026) 100 final <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:52026PC0100> .

⁽⁴⁾ I.e. main specific battery components, 70% of all non-battery components.

⁽⁵⁾ I.e. public procurement and public financial support.

⁽⁶⁾ Regulation (EU) 2023/955 of the European Parliament and of the Council of 10 May 2023 establishing a Social Climate Fund and amending Regulation (EU) 2021/1060, OJ L 130, 16.5.2023, p. 1. ELI: <http://data.europa.eu/eli/reg/2023/955/oj> .

⁽⁷⁾ Regulation (EU) 2024/1735 of the European Parliament and of the Council of 13 June 2024 on establishing a framework of measures for strengthening Europe's net-zero technology manufacturing ecosystem and amending Regulation (EU) 2018/1724. OJ L, 2024/1735, 28.6.2024, ELI: <http://data.europa.eu/eli/reg/2024/1735/oj> .

⁽⁸⁾ C(2025) 881 final, see: Commission Notice Guidance on the Social Climate Plans 8915fc4b-5614-4082-b4cb-d308cf6aa0cf_en .