

(English version)

**Question for written answer E-002748/26
to the Commission
Kosma Złotowski (ECR)
(2 July 2026)**

Subject: Announcement of restructuring at Volkswagen Group due to rising costs of e-mobility and competition from China

According to media reports, the Volkswagen Group is preparing a restructuring process and considering making up to a hundred thousand workers redundant, including at four sites in Germany: Hanover, Zwickau, Emden and Neckarsulm.

The need to cut staff had already been communicated, but on a scale close to half that. The Volkswagen Group is saying the scale of these planned job cuts is necessary because of the problems facing the European car industry, including the rising costs of the transition to electromobility, competition from Chinese manufacturers and the overall slowdown in the market.

However, the crisis in the automotive sector does not affect the Volkswagen Group alone — both electromobility and the increasing pressure of competition from China pose challenges, and in many cases even a threat, to most car manufacturers. In light of the above:

1. How does the Commission assess the impact of EU climate policy and electromobility regulations, in particular the ban on the sale of combustion-engine cars from 2035, on the competitiveness of the European automotive industry?
2. Is the Commission considering taking action, including possibly proposing changes to the pace or method of implementing climate targets, which could reduce the risk of further job losses in the European automotive sector?
3. What instruments does the Commission plan to implement to strengthen the competitiveness of the European automotive industry in the face of increasing pressure from Chinese manufacturers?

Submitted: 2.7.2026

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

The competitiveness of the European automotive industry is currently being challenged by a combination of factors, including low sales volumes on the EU market, high energy prices, supply chain vulnerabilities, and increased competition from China.

These structural challenges affect all vehicle technologies (including the traditional internal combustion engine). In this context, it remains crucial to support the European automotive industry by setting a clear long-term signal on the scale of the technological transformation needed, ensuring 2050 climate neutrality and strategic independence, as well as innovation and competitiveness.

The proposed revision of the CO₂ emission standards for cars and vans ⁽¹⁾ aims to enhance technology neutrality and to provide more flexibility to vehicle manufacturers, while providing predictability for the industry and maintaining a strong market signal towards zero-emission vehicles. The proposal is currently being discussed at the European Parliament and the Council.

Since the beginning of this mandate, the Commission has been working to build a proactive approach to keep automotive manufacturing in the EU competitive — through the Strategic Dialogue launched by the President of the Commission ⁽²⁾, the Industrial Action Plan for the European automotive sector ⁽³⁾, the Automotive Package from December 2025 ⁽⁴⁾, and the proposal for an Industrial Accelerator Act ⁽⁵⁾, including EU content requirements for vehicles and their components in public procurement and public financial support.

⁽¹⁾ COM(2025) 995 final, <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:52025PC0995>.

⁽²⁾ Strategic Dialogue on the Future of the European Automotive Industry, https://ec.europa.eu/commission/presscorner/detail/en/ip_25_378.

⁽³⁾ COM(2025) 95 final, https://transport.ec.europa.eu/document/download/89b3143e-09b6-4ae6-a826-932b90ed0816_en?filename=Communication%20-%20Action%20Plan.pdf.

⁽⁴⁾ 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>.

⁽⁵⁾ COM(2026) 100 final, <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:52026PC0100>.