

(English version)

**Priority question for written answer P-002420/24
to the Commission
Anja Arndt (ESN)
(5 November 2024)**

Subject: Job cuts at automotive manufacturers and suppliers since entry into force of Regulation (EU) 2019/631 on 1 January 2020

A preference for electric over combustion engine cars was enshrined in law with the adoption in 2019 of Regulation (EU) 2019/631 setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles, and then cemented more firmly by means of Regulation (EU) 2023/851, which by establishing the physically impossible principle of ‘zero-emission’ mobility and the threat of penalties for automotive manufacturers that breach fleet standards on CO₂ emissions, effectively introduces a ban on combustion engines in new cars from 2035. Recent months, however, have seen no let-up in announcements from automotive manufacturers and suppliers about planned or completed plant closures, the offshoring of production sites to non-EU countries and job cuts. In Germany alone, the picture is bleak:

VW is set to cut 30 000 jobs; Mercedes and BMW are slashing profit forecasts; ZF is shedding 14 000 posts by 2028; Continental is spinning off its car parts business; Recaro has declared insolvency.

On the basis of measurable and traceable criteria, what tools does the Commission intend to use to prevent — both now and in the future — further job cuts as a result of legislative proposals that are harmful to business and damaging to competition?

Submitted: 5.11.2024

**Answer given by Mr Hoekstra on behalf of the European Commission
(17 January 2025)**

The regulation on CO₂ emission standards for new cars and vans ⁽¹⁾ sets a clear framework for the transition to zero-emission vehicles, to deliver on the EU’s objective to reach climate neutrality by 2050.

It creates certainty for manufacturers and investors, while providing sufficient lead time for the transition. This supports the EU industry’s competitiveness, in view of the trends towards electrification observed in global markets and brings along new job opportunities.

The Commission will prepare a progress report on the transition to zero-emission mobility ⁽²⁾ and review the effectiveness and impact of the regulation ⁽³⁾.

As part of efforts to address sector specific skills mismatches, the Commission supported the automotive ecosystem to establish the Automotive Skills Alliance under the Pact for Skills.

The Alliance involved an average of 14% of their workforce in upskilling and reskilling activities in 2023 and developed 1.668 training programmes. Similar action is taken in the battery value chain with the European Battery Alliance Academy.

Under the ‘Union of Skills’, the Commission will continue to support skills development throughout the EU economy.

In the coming months, the Commission will propose an EU industrial action plan for the automotive sector. The President of the Commission will also convene a Strategic Dialogue on the Future of the Car Industry in Europe, which will design concrete strategies and solutions to support the global competitiveness of automotive manufacturing in Europe.

One of the elements the Dialogue will focus on is to address jobs, skills, and other social elements in the sector. The European Parliament and the Council will be closely involved in the process and will be regularly informed and consulted.

⁽¹⁾ <http://data.europa.eu/eli/reg/2019/631/2024-01-01>

⁽²⁾ Article 14a of Regulation (EU) 2019/631.

⁽³⁾ Article 15 of Regulation (EU) 2019/631.