

Question for written answer E-002785/2024

to the Commission

Rule 144

Sandro Ruotolo (S&D), Annalisa Corrado (S&D), Nicola Zingaretti (S&D), Brando Benifei (S&D), Lucia Annunziata (S&D), Alessandra Moretti (S&D), Irene Tinagli (S&D), Alessandro Zan (S&D), Pina Picierno (S&D), Elisabetta Gualmini (S&D), Cecilia Strada (S&D), Antonio Decaro (S&D), Giorgio Gori (S&D), Matteo Ricci (S&D), Raffaele Topo (S&D), Dario Nardella (S&D), Stefano Bonaccini (S&D), Giuseppe Lupo (S&D), Camilla Laureti (S&D), Marco Tarquinio (S&D), Pierfrancesco Maran (S&D)

Subject: Conditions for workers in the automotive industry

The first major litmus test for the newly established Commission is the serious crisis that is sending shock waves through the automotive industry.

Refusing to take things lying down, trade unions in Germany have announced the biggest strike in the Volkswagen group's history. In Italy, the picture is no less dramatic: with the resignation of the CEO of the Stellantis group and years of accusations of maladministration, thousands of workers, such as those in Pomigliano d'Arco, are striking against the lay-offs that have been announced. It is estimated that between 25 000 and 50 000 jobs are at risk.

Protecting workers should be a priority for the green transition; we trust that a timely and tangible commitment will be made.

EU industrial policies have been off the agenda for too long. Italy, in particular, is playing it by ear, without an industrial strategy. It's time to change tack with an approach that combines jobs and decarbonisation, as advocated in the Draghi report.

We do not buy into the simplistic rhetoric peddled by those pointing the finger at the Green Deal.

In light of the above:

1. How does the Commission intend to address the crisis in the automotive industry?
2. How will it ensure that the green transition unfolds fairly in the automotive industry – and wider mobility sector – in a manner that leaves no one behind and protects jobs and workers?

Submitted: 5.12.2024