

**Priority question for written answer P-002420/2024/rev.1  
to the Commission**  
Rule 144  
**Anja Arndt (ESN)**

**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 CO<sub>2</sub> 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 CO<sub>2</sub> 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?

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