



**European Committee  
of the Regions**

**RESOL-VIII/002**

**165th plenary session, 2 and 3 April 2025**

**DRAFT URGENT RESOLUTION ON  
STRENGTHENING THE TERRITORIAL DIMENSION IN THE  
IMPLEMENTATION OF THE INDUSTRIAL ACTION PLAN FOR THE  
EUROPEAN AUTOMOTIVE SECTOR**

**Submitted by the EPP, PES, Renew Europe, ECR, EA and the Greens Groups**

**Deadline for tabling amendments: 2/4/2025 no later than 16:00, Brussels time**

**Amendments to the resolution are to be submitted, preferably in English, French or German, through the online tool for tabling amendments (available on the Members' Portal: <https://memportal.cor.europa.eu/>).**

The Helpdesk (+32 (0)2 546 96 97, email: [helpdesk@cor.europa.eu](mailto:helpdesk@cor.europa.eu)) is at your disposal to provide you with any assistance you may need. In addition, a user guide is available at <https://memportal.cor.europa.eu/>.

**Number of signatures required: 6**

## **Urgent draft resolution on strengthening the territorial dimension in the implementation of the Industrial Action Plan for the European Automotive Sector**

THE EUROPEAN COMMITTEE OF THE REGIONS (CoR)

HAVING REGARD TO:

- the Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions on the Industrial Action Plan for the European automotive sector<sup>1</sup>;
- 1. welcomes the European Commission's efforts to support the automotive sector's transition towards clean mobility, digitalisation, and enhanced competitiveness through the publication of the Industrial Action Plan for the European automotive sector (Action Plan);
- 2. despite the attention given to the European Committee of the Regions in the consultation process, regrets the lack of consideration given to the territorial dimension in the Action Plan and the absence of place-based solutions in the proposed measures;
- 3. welcomes the fact that the review of the regulation setting CO<sub>2</sub> emission performance standards for cars and vans will be carried out already in 2025; recognises that the targeted amendment of the Regulation could provide flexibility for automotive industries while pursuing the overall climate objectives of the EU in a pragmatic way combined with a robust industrial policy; however, considers this amendment to be insufficient to address the crisis in the sector and to create regulatory certainty;
- 4. points out the absence of a coherent EU industrial policy for the automotive sector as underlined in the Draghi report<sup>2</sup>; calls for an overarching European transition strategy for the automotive industry to preserve this vital economic sector for the EU's prosperity and growth;
- 5. underlines that international competition as well as geopolitical and trade-related challenges faced by the European automotive industry pressure the EU to enable the various carbon-neutral solutions in the automotive sector based on technological neutrality;
- 6. points out that, as shown in a recent study from the CoR on the *State of play and future challenges of automotive regions*<sup>3</sup>, a successful transition of the automotive industry plays a decisive role in ensuring the long-term attractiveness of the regions;
- 7. stresses the importance of involving, and taking into account the views and solutions proposed by, automotive regions and regional automotive clusters in achieving a just transition, and

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<sup>1</sup> COM(2025) 95 final.

<sup>2</sup> [https://commission.europa.eu/topics/eu-competitiveness/draghi-report\\_en#paragraph\\_47059](https://commission.europa.eu/topics/eu-competitiveness/draghi-report_en#paragraph_47059).

<sup>3</sup> *State of play and future challenges of automotive regions*, [CoR study](#).

underlines that the CoR has set up the Automotive Regions Alliance (ARA) to promote their voices at EU level;

8. emphasises that the Regulation on the CO<sub>2</sub> emission performance standards for cars and vans recognises the ARA as a partner for the European Commission to identify any funding gaps in ensuring a just transition in the regions most heavily affected by the green and digital transition;
9. welcomes the recent OECD study on the future of automotive value chains<sup>4</sup> underlining the key role of regions in attracting foreign direct investment (FDI) and linkages to SMEs, and points out that automotive regions and regional automotive clusters are providing answers that range from social support and training opportunities for workers, to supporting innovation ecosystems, to the shaping of forward-looking industrial and mobility policies;
10. highlights that the impact extends beyond regions where cars are assembled, often even more significantly affecting the regions hosting sub-production facilities of the automotive supply industry;
11. calls for an increase in funding for just transition across the next long-term budget of the EU, particularly through a strengthened cohesion policy to address the existing regional disparities and promote place-based solutions, to ensure that support is tailored to the specific needs of each region, in particular those most affected by the transition to climate neutrality;
12. calls for further support for regional innovation ecosystems, particularly through smart specialisation strategies and dedicated actions to promote interregional cooperation between automotive regions along the value chain;
13. considers it essential to implement comprehensive upskilling and reskilling programmes to strengthen the skills and expertise of both the current and future automotive workforce. These initiatives should be tailored to meet the evolving demands of the automotive industry, address workforce shortages, and adapt to the challenges of an aging labour force;
14. calls for the creation of a territorial dialogue on just transition based on strong partnerships between social partners and public authorities at all levels of governance with the objective of finding place-based solutions;
15. calls for the creation of an ‘implementation dialogue with automotive regions’ aimed at establishing a structured platform for automotive regions and regional automotive clusters to hold exchanges with the Commission on best practices and contribute to implementing the measures of the Action Plan;

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<sup>4</sup> OECD SME and Entrepreneurship Papers, *The future of the automotive value chain – Implications for FDI-SME linkages*.

16. underlines that the CoR, with its ARA and linkages to the work of the European Semiconductors Regions Alliance (ESRA), stands ready to facilitate the exchanges with the Commission on the implementation of this Action Plan with local and regional knowledge to ensure a balanced and inclusive transition of the automotive sector as well as to pursue joint objectives and create ownership under the Strategic Dialogue on the Future of the Automotive Industry.

Brussels,

*The President  
of the  
European Committee of the Regions*

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