

**Question for written answer E-004443/2018
to the Commission**

Rule 130

Dominique Martin (ENF)

Subject: Uncertain future for two million French workers dependent on the car industry

On 17 July 2018 the Commission signed a free trade deal with Japan. Tokyo obtained the lifting of customs duties on their cars¹ while the Japanese hardly buy any foreign cars.

For the past 10 years France has been importing more cars than it exports². At the end of 2018, France's balance of trade for the car industry was EUR 9 billion in deficit, compared with a EUR 10 billion surplus in 2000³.

After the Central and Eastern European countries joined the EU, many production lines moved to Slovakia, the Czech Republic (PSA)⁴ or Slovenia⁵, as well as Turkey⁶ (Renault), causing the loss of 240 000 jobs in Western Europe⁷. At the end of 2017 Renault and Peugeot had 115 500 employees in France, some 80 000 fewer than in 2006⁸. Output in France was down from 3.5 million vehicles in 2007 to 2.2 million in 2017.

What measures will the Commission take to compensate for the loss of jobs in the French car industry resulting from imports and the enlargement decided by Brussels?

¹ https://www.lemonde.fr/europe/article/2018/07/17/donnees-personnelles-accord-historique-entre-l-union-europeenne-et-le-japon_5332715_3214.html

² Between 250 000 and 450 a year, <https://www.lesechos.fr/industrie-services/automobile/0301988910361-la-deprimante-balance-commerciale-de-lautomobile-francaise-2196715.php>

³ http://ccfa.fr/wp-content/uploads/2018/01/Analyse_Statistiques_2017_FR.pdf

⁴ Peugeot 108, 208, Citroën C1, C3.

⁵ Twingo.

⁶ Clio.

⁷ Between 2005 and 2014, http://ccfa.fr/wp-content/uploads/2018/01/Analyse_Statistiques_2017_FR.pdf

⁸ 47 700 and 67 800 employees respectively, <http://frenchcocorico.com/voitures-made-in-france-en-2018/>