

**Question for written answer E-000216/2023  
to the Commission**

Rule 138

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**Subject:** EU's strategic autonomy threatened by China ramping up car battery production – strengthening EU supply chains

With the green transition and the EU putting an end to the production endothermic vehicles by 2035, the demand for electric vehicles and batteries will increase.

China dominates the global market for electric car batteries and recent analyses indicate that in the years to come a significant share of Europe's electric vehicle battery production capacity will be run by Asian – mostly Chinese – companies. Our automotive industry thus risks increasing its dependence on third countries, which could seriously affect the dynamics of this critical sector for the EU.

1. How will Commission strengthen the EU's strategic autonomy – a pillar of its policies – with a growing and impressive number non-EU parties investing in gigafactories in the Member States? For security reasons, foreign investment in the EU is monitored – what data is there on battery production?
2. Does the Commission think it would be appropriate to support EU companies with something like the US Inflation Reduction Act and introduce selective limits on state incentives for non-EU battery producers while increasing funding for the European Battery Alliance?
3. What action will it take to reduce dependence on raw materials essential for battery production, support the conversion of the EU automotive industry and achieve strategic autonomy in the electrification of transport?

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