



**European Committee  
of the Regions**

Commission for Territorial Cohesion Policy and EU  
Budget

The Chair



Chair of the Automotive Regions Alliance and  
Lombardy Regional Minister for Economic  
Development

Brussels, *date of official registration*

C.1/MD/ce – D/1846 (2025)

Apostolos Tzitzikostas  
Commissioner for Sustainable Transport and Tourism  
European Commission

Subject: Strengthening the Regional Dimension in the implementation of the Industrial Action Plan for the European Automotive Sector

Dear Commissioner,

We welcome the European Commission's efforts in supporting the automotive sector's transition towards clean mobility, digitalisation, and enhanced competitiveness. The recently published "Industrial Action Plan for the European Automotive Sector" (Action Plan) is a significant step forward in ensuring the industry's resilience and global leadership.

However, we believe that a stronger emphasis on the regional dimension would further enhance the effectiveness of the Action Plan. Given the critical role of regions in this transition and the profound impact that EU policies will have on them, we believe that a stronger regional dimension is not only beneficial but essential to ensure a fair and successful transition.

As indicated by the members of the Automotive Regions Alliance (ARA) during our high-level meeting on 20 February and in the Monza Declaration<sup>1</sup>, the regions are the first to experience the socio-economic impact and to react by regional transition strategies to European and even global challenges. They are providing answers that range from social support and training opportunities for workers, to supporting innovation eco-systems through Smart Specialisation Strategies, to the shaping of forward-looking industrial and mobility policies. The success of achieving a just and fair is therefore linked to regional knowledge and local acceptance of the industry's transformation.

Furthermore, it should be noted that Local and Regional authorities (LRAs) are key partners in delivering on the ground the EU's strategic agenda because LRAs are responsible for 54 to 58 % of the total volume of public investments carried out by governments. This has been supported in numerous reports, including the Draghi and

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<sup>1</sup> <https://webapi2016.cor.europa.eu/v1/documents/cor-2024-04227-00-01-tcd-tra-en.docx/content>

Letta reports, that have underlined that competitiveness and territorial, economic and social cohesion are intertwined.

The importance of addressing the territorial dimension in the ongoing automotive transition has recently been further emphasised in an OECD report on "The future of the automotive value chain"<sup>2</sup>. This report notably stresses that the regionalisation of supply chains with reshoring strategies is critical in tackling the value chain fragmentation. The promotion of the development of regional clusters would allow for shorter and more resilient supply chains.

In this context, we would like to follow up on your commitment to engage with ARA regions following the publication of the Action Plan and to propose the establishment of an "Implementation Dialogue with Automotive Regions," which would:

- Ensure that regional perspectives are integrated into the execution of the Action Plan;
- Define concrete actions for regional resilience, workforce adaptation, and industrial transformation;
- Establish a structured platform for regional stakeholders to exchange with the Commission on best practices and contribute to implementing measures.

ARA stands ready to organise and facilitate the exchanges with the Commission on the implementation of this Action Plan to ensure a balanced and inclusive transition of the automotive sector. We would welcome the opportunity to discuss this matter further and look forward to your response.

Yours sincerely,

*(e-signed)*

Vasco Cordeiro

*(e-signed)*

Guido Guidesi

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<sup>2</sup> OECD (2024), "The future of the automotive value chain: Implications for FDI-SME linkages", OECD SME and Entrepreneurship Papers, No. 64, OECD Publishing, Paris, <https://doi.org/10.1787/cb730d65-en>.