

19<sup>th</sup> PARLIAMENT

---

# CHAMBER OF DEPUTIES

---

Doc. **XVIII**  
No. **29**

COMMITTEE ON ECONOMIC ACTIVITIES, TRADE AND TOURISM

---

**FINAL DOCUMENT, PURSUANT TO RULE 127  
OF THE CHAMBER'S RULES OF PROCEDURE ON:**

Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions on  
“The Clean Industrial Deal: A joint roadmap for competitiveness and decarbonisation (COM(2025)85 final)

*Adopted on 31 July 2025*

---

## **FINAL DOCUMENT APPROVED BY THE COMMITTEE**

The Committee on Economic Activities, Trade and Tourism of Italy's Chamber of Deputies,

Having examined, pursuant to Rule 127, paragraph 1, of the Rules of Procedure, 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 Clean Industrial Deal: A joint roadmap for competitiveness and decarbonisation (COM(2025)85 final), presented by the European Commission on 26 February 2025;

Taking note of the favourable opinion with comments on the communication by the Committee on European Union Policies at its sitting on 23 July 2025;

Having regard to the information and assessments gathered during the hearings on the document;

Bearing in mind the European Parliament resolution of 19 June 2025 on the Clean Industrial Deal;

*Whereas:*

The deal outlines a strategy focusing primarily on supporting energy-intensive industries and the clean technology sector, with the aim of combining the green transition with the revival of European industrial competitiveness;

The Committee fully endorses this objective, which has been consistently supported by the Italian Government and the Chamber of Deputies: the transition to a decarbonised and circular economy can only be successful if industrial competitiveness is maintained and social and economic sustainability are not overlooked;

The integration of decarbonisation policies and climate objectives with industrial, trade and competition policies can prove to be a powerful tool for the development and economic growth of the Union: it can meet the immediate needs of European industry, enabling it to decarbonise without losing competitiveness and market shares;

European industry is facing a highly critical international environment and long-standing structural problems, which are seriously jeopardising its competitiveness, such as high energy and raw material costs, geopolitical tensions and uncertainties, aggressive trade and industrial policies being pursued by other major competitors, as well as job losses and skills shortages;

The deal also provides for the presentation of specific sectoral plans, some of which have in part already been completed, for certain strategic industrial sectors, such as the automotive, steel and metals and the chemicals industries, and the action plan for affordable energy;

*Considering that:*

A comprehensive and final assessment of the deal will depend on the actual capacity of its measures to strengthen the European industrial fabric and on how quickly they are presented and implemented; the timeline contained in the deal is a cause for serious concern, since around one-third of the measures identified are scheduled for 2026 and beyond, with the last ones scheduled for as late as the end of 2027; it is necessary to bring forward the presentation of most of these measures so that they can quickly begin to have an impact;

The deal does not appear sufficiently ambitious even in terms of the financial resources made available at the European level: the implementation of the deal's measures cannot be left almost exclusively to national budgets, with the risk of creating further distortions of competition in the internal market, but must be underpinned by substantial European resources, to be quantified at this present phase;

In particular, the Competitiveness Fund to be established within the context of the next EU Multiannual Financial Framework 2028-2034 should include a specific budget line for the deployment of industrial decarbonisation technologies; furthermore, in order to guarantee that resources are already available in the current programming period, the Innovation Fund and, above all, the future Industrial Decarbonisation Bank, should be endowed with substantial fresh funding which has not been transferred from any other EU funds or programmes already in place;

The new State aids rules relating to the Clean Industrial Deal adopted by the European Commission on 25 June and in force until 2030, must be applied in a balanced manner between all the Member States and not be linked to their differing tax-related positions;

The deal appears excessively timid with regard to the principle of technological neutrality, which, conversely, must be explicitly adopted as a cornerstone of the decarbonisation process in order to enhance all available technologies that may be used to achieving the 2050 climate targets; in particular, for the transport sector, the deal essentially proposes an approach that focuses exclusively on electrification, effectively ignoring the principle of technological neutrality;

Both the deal and the aforementioned affordable energy action plan should include additional measures to immediately address the high energy costs, which are seriously undermining European industrial competitiveness, as well as measures

to decouple electricity and gas prices and to ensure a level playing field for all businesses regardless of the country in which they operate;

The deal should include specific sectoral plans and, where necessary, legislative measures for other strategic industrial sectors, particularly energy-intensive ones such as ceramics, which are made up of many small and medium-sized enterprises that have been penalised in recent years by certain European rules adopted within the framework of the *Green Deal*;

It should also ensure that certain measures adopted within the framework of the *Green Deal*, such as the Carbon Border Adjustment Mechanism (CBAM) and the European Emissions Trading System (ETS), are reviewed with the aim of avoiding counterproductive effects on the industrial system and protecting it from unfair competition and the risk of production relocation to countries with less stringent rules than Europe's (*carbon leakage*);

With regard to circular economy, which is essential for strengthening Europe's competitiveness and strategic autonomy, a regulatory approach should be adopted that is technology-neutral and does not penalise, but rather fully reaffirms, the advanced recycling model which reduces resource consumption and ensures product safety;

The deal also appears to be lacking in any social and employment perspectives: in particular, it should include a strategy for industrial skilling and for the transition and retraining of the workforce;

The Commission reiterates the entire content of the opinion adopted on 17 June 2025 by the Chamber of Deputies' Committee on Economic Activities, Trade and Tourism on the Industrial Action Plan for the European Automotive sector (COM(2025)95); this is one of the most important initiatives of the Clean Industrial Deal, but it needs to be substantially amended to make it truly capable of defending and relaunching the European automotive industry;

Noting the need for this final document to be forwarded promptly to the European Commission, as part of the political dialogue, as well as to the European Parliament and the Council,

*Issues a positive assessment, considering it essential for the Clean Industrial Deal to be amended as follows:*

*a) the timeline for the actions and measures announced should be revised to allow for much faster implementation;*

*b) the plan should be accompanied and supported, already in the current multiannual financial framework by significant allocations from the EU budget, which are essential to achieve the decarbonisation objective while increasing industrial competitiveness: to this end, fresh resources should be identified, rather than simply reallocating existing appropriations, for allocation to both the*

Innovation Fund and the announced Industrial Decarbonisation Bank; in addition, the Competitiveness Fund to be established in the context of the next multiannual financial framework 2028-2034 should contain a specific budget line, of an adequate amount, for the deployment of industrial decarbonisation technologies;

*c)* the new State aid rules adopted by the European Commission within the framework of the Clean Industrial Deal must be implemented in such a way that they do not create distortions of competition and on the internal market; in this regard, account should be taken of the significant differences among Member States in the amount of aid authorised, which reflects, among other things, the different starting points of national public budgets. Accordingly, the Commission and the Member States should be encouraged to better coordinate State aid spending in order to target it at common key European industrial priorities;

*d)* the deal should explicitly include a technology-neutral approach among the guiding principles for decarbonisation, allowing all available technological solutions to be developed in a complementary and simultaneous manner;

*e)* further measures must be taken within the framework of the deal to rapidly reduce energy prices for the European manufacturing sector, to make them predictable, and to decouple electricity and gas prices; energy infrastructure, especially cross-border infrastructure, should also be promoted and the Energy Union completed;

*f)* specific plans should also be adopted within the framework of the deal for other energy-intensive sectors such as ceramics, paper and the production of renewable and low-emission fuels: in this regard, appropriate amendments to the ETS and industrial sector directives should be contemplated, especially in the Environmental Omnibus Proposal announced for next autumn, taking into account the specific characteristics of these production activities; strategic dialogues should also be established to discuss issues of interest to businesses in these sectors and to find further suitable solutions to reduce the administrative burdens and facilitate access to finance and low-cost energy;

*g)* targeted revisions of the Carbon Border Adjustment Mechanism (CBAM) and the European Emissions Trading System (ETS) should be adopted to ensure that these instruments, whose principles the Committee endorses, effectively protect European industries and support them in the energy transition, rather than fuelling *carbon leakage* and the relocation of production to less regulated industrial areas outside the EU;

*h)* a harmonised regulatory approach to circular economy should be established, based on technological neutrality and strongly focused on the advanced recycling model;

*i)* finally, an industrial skilling strategy should be put in place to ensure the availability of skilled workforce for the transition in progress.