

**Question for written answer E-013104/2015
to the Commission**

Rule 130

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Subject: Volkswagen's diesel emissions fraud

Volkswagen is under investigation by the US Environmental Protection Agency for using spy software to falsify the results of CO² emissions testing on vehicles with VW diesel engines.

Although this massive fraud – which Volkswagen has admitted and which the German Government knew about since July 2015 – affects 11 million vehicles throughout the world, it came to light only in the USA, a country where fewer than 4% of all the cars on the road have diesel engines, compared with more than 50% in Europe. It has, moreover, thrown up the question of how much legal protection is afforded to car manufacturers' 'firmware', given that reverse engineering by an independent authority could have detected the VW fraud.

1. How does the Commission explain this collective failure by the 28 national authorities responsible for monitoring compliance with EU pollution rules?
2. Given that those authorities proved collectively ineffectual, would the establishment of an EU-level type-approval authority for vehicle emissions lessen the car manufacturers' influence on the process?
3. Does the Commission have a strategy for combating the spyware that facilitates this type of fraud, without calling into question the essential principle of copyright protection?