

**Question for written answer E-013127/2015
to the Commission**
Rule 130
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Subject: The Volkswagen emissions falsification scandal

The recent scandal involving the falsification of emissions of pollutants in thousands of Volkswagen cars will have consequences going beyond the damage it is likely to do to Europe's largest carmaker. The scandal has highlighted both the problematic system of supervision / measurement of pollutants and the misinterpretation of the environmental impact of diesel. More specifically, until six months ago Europe's 'green' regulatory framework focused only on CO2 emissions, while nitrogen oxides and soot particles were ignored (though diesel engines produce 15% less CO2 than petrol engines, they emit four times more nitrogen oxide and 22 times more soot particles - for example, Paris is facing a smog problem that it did not have in the 1990s). These particles penetrate the lungs, the brain and the heart and are connected to thousands of deaths.

In view of the above, will the Commission say: on the basis of which data did it decide that it was premature to take direct oversight measures in Europe (Commission communication 22/09/2015) and how will it force European automobile manufacturers to speed up the switch away from diesel, without passing on the cost of this transition to consumers?