

EN
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Answer given by Ms Bieńkowska
on behalf of the European Commission
(6.12.2018)

1. The vehicles involved in the Volkswagen scandal were not subject to the Real Driving Emissions regulations and therefore their compliance with EU law depends on the results of the tests applicable at the relevant time, which is the **New** European Driving Cycle (NEDC). The aim of the tests performed by the Joint Research Centre was not to establish compliance, but rather to improve the definition of the testing protocol for defeat devices. The Commission's guidance was based upon this research and indicative conformity factors were given to assist type approval authorities to prioritise further investigations.

Remedial measures fall within the obligations of national type approval authorities under the current legal framework. The Honourable Member rightly points out that the removal of a defeat device may not necessarily be sufficient to eliminate the problem of high emissions under real driving conditions. The Commission is closely following the outcome of the German plans on hardware retrofitting of older diesel vehicles as a possible measure to reduce the real world emissions of older diesel vehicles.

2. The Commission has remained in constant contact with national type approval authorities concerned and is closely following all the recalls in the context of the recall information Platform. The Commission does not exclude at this point the possibility of further actions, if necessary.