



Plenary sitting

**B8-0223/2019 }
B8-0224/2019 } RC1**

27.3.2019

JOINT MOTION FOR A RESOLUTION

pursuant to Rule 123(2) and (4) of the Rules of Procedure

replacing the following motions:

B8-0223/2019 (ECR)

B8-0224/2019 (PPE)

on recent developments in the ‘Dieselgate’ scandal
(2019/2670(RSP))

Jens Gieseke

on behalf of the PPE Group

Daniel Dalton, Bolesław G. Piecha, Zdzisław Krasnodębski

on behalf of the ECR Group

European Parliament resolution on recent developments in the ‘Dieselgate’ scandal (2019/2670(RSP))

The European Parliament,

- having regard to Regulation (EC) No 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information¹,
- having regard to Directive 2007/46/EC of the European Parliament and of the Council of 5 September 2007 establishing a framework for the approval of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles²,
- having regard to Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC³,
- having regard to the opinion delivered on 28 October 2015 by the Technical Committee for Motor Vehicles (TCMV) established by Article 40(1) of Directive 2007/46/EC,
- having regard to Commission Regulation (EU) 2016/427 of 10 March 2016 amending Regulation (EC) No 692/2008 as regards emissions from light passenger and commercial vehicles (Euro 6)⁴,
- having regard to Commission Regulation (EU) 2016/646 of 20 April 2016 amending Regulation (EC) No 692/2008 as regards emissions from light passenger and commercial vehicles (Euro 6)⁵,
- having regard to Regulation (EU) 2017/2394 of the European Parliament and of the Council of 12 December 2017 on cooperation between national authorities responsible for the enforcement of consumer protection laws and repealing Regulation (EC) No 2006/2004⁶,
- having regard to its recommendation of 4 April 2017 to the Council and the Commission following the inquiry into emission measurements in the automotive sector⁷,
- having regard to the final report of the Committee of Inquiry into Emission Measurements in the Automotive Sector of 2 March 2017,

¹ OJ L 171, 29.6.2007, p. 1.

² OJ L 263, 9.10.2007, p. 1.

³ OJ L 151, 14.6.2018, p. 1.

⁴ OJ L 82, 31.3.2016, p. 1.

⁵ OJ L 109, 26.4.2016, p. 1.

⁶ OJ L 345, 27.12.2017, p. 1.

⁷ OJ C 298, 23.8.2018, p. 140.

- having regard to its resolution of 13 September 2016 on the inquiry into emission measurements in the automotive sector⁸,
 - having regard to the European Court of Auditors’ briefing paper of 7 February 2019 on the EU’s response to the ‘Dieselgate’ scandal,
 - having regard to the judgment of the Court of Justice of the European Union (CJEU) of 13 December 2018 in Joined Cases T-339/16, T-352/16 and T-391/16⁹,
 - having regard to the Recommendation of the European Ombudsman in case 1275/2018/EWM,
 - having regard to the exchange of views of the Committee on the Environment, Public Health and Food Safety with Commissioner Elżbieta Bieńkowska on the follow-up to the recommendations of the Committee of Inquiry into Emission Measurements in the Automotive Sector¹⁰,
 - having regard to its resolution of 13 March 2019 on a Europe that protects: Clean air for all¹¹,
 - having regard to the Commission staff working document of 22 November 2018 entitled ‘Report on Raw Materials for Battery Applications’ (SWD(2018)0245),
 - having regard to the letters of formal notice sent to Germany, Greece, Italy, Luxembourg, Spain and the United Kingdom as part of the infringement procedures initiated by the Commission in 2016 against seven Member States, namely the Czech Republic, Germany, Greece, Lithuania, Luxembourg, Spain and the United Kingdom,
 - having regard to Rule 123(2) and (4) of its Rules of Procedure,
1. Underlines that significant progress has been made since the so-called ‘Dieselgate’ emissions scandal broke in 2015, namely in the EU legislative framework, such as via the adoption of new type-approval rules (Regulation (EU) 2018/858) and new testing procedures, making vehicles more environmentally friendly, while restoring consumer confidence;
 2. Notes that Regulation (EU) 2018/858, Regulation (EC) No 692/2008 and other related legislation introduce more robust and realistic testing methods for measuring pollutants, such as nitrogen oxides (NOx) and CO₂ emissions; ensure greater quality and independence of vehicle testing; and enable improved compliance surveillance of vehicles already in circulation;
 3. Recalls that on 1 June 2017, the Commission also introduced a stricter and more realistic laboratory test procedure, the Worldwide Harmonised Light-Duty Vehicles Test Procedure (WLTP), developed together with the UN Economic Commission for

⁸ OJ C 204, 13.6.2018, p. 21.

⁹ Judgment of the Court of Justice of 13 December 2018, *Ville de Paris, Ville de Bruxelles, Ayuntamiento de Madrid v Commission*, T-339/16, T-352/16 and T-391/16, ECLI:EU:T:2018:927.

¹⁰ Commissioner Bieńkowska’s speech is available on: https://ec.europa.eu/commission/commissioners/2014-2019/bienkowska/announcements/commissioner-elzbieta-bienkowska-exchange-views-envi-committee-ep-recommendation-former-committee_en

¹¹ Texts adopted, P8_TA(2019)0186.

Europe (UNECE), for measuring the CO₂ emissions from and the fuel consumption of cars and vans, which became mandatory for all new car models from September 2017, and for all new cars from September 2018;

4. Points out, in addition, that the EU's testing regime now also includes Real Driving Emissions (RDE) testing, which is the first use of RDE measurements in any regulatory framework in the world, ensuring that cars sold in the EU deliver low emissions both in the laboratory and in on-road conditions and combatting fraudulent conduct in on-road vehicle emission tests;
5. Recalls that on 28 October 2015, Member States agreed that RDE measurements of NO_x would be compulsory for new car models from September 2017, and for all new vehicles from September 2019;
6. Underlines that the new EU type-approval rules will significantly increase the quality, independence and oversight of vehicle type-approval and testing authorities; acknowledges, however, that the new rules under Regulation (EU) 2018/858 enter into force on 1 September 2020, and that many of the improvements to the quality, independence and oversight of vehicle type approval and testing authorities have therefore not yet come into effect;
7. Calls on the Commission to continue its work on reducing the limits of NO_x emissions from EU cars by reviewing the conformity factor, as provided for in the second RDE comitology package, annually and in line with technological developments;
8. Notes, however, that setting increasingly stringent limits on the presence of harmful airborne pollutants is not in itself an effective method for improving air quality, as demonstrated by the high number of infringement cases brought before the European Court of Justice; notes that an effective policy must include the implementation of long-term and integrated air quality improvement plans supported by adequate financial resources;
9. Observes with some concern that some Member States, or their local authorities, have introduced disproportionate measures, such as restrictions on older diesel vehicles, which result in day-to-day difficulties for owners of such vehicles, a devaluation of those vehicles and a significant uptake of older and high-polluting vehicles in lower-income countries;
10. Points out that car manufacturers have made major investments to deliver massive reductions in NO_x emissions (such as widespread application of selective catalytic reduction (SCR) and NO_x trap systems);
11. Stresses the importance of assessing the life-cycle emissions of vehicles that are placed on the Union market as requested by Parliament, while acknowledging, in this respect, the challenging task for the Commission of developing a common Union methodology for full life-cycle CO₂ emissions;
12. Stresses that in order to improve air quality and hence public health, protect our environment, boost the EU's competitiveness in a globalised world and protect European jobs and Europe's industrial base, a shift to more environmentally friendly and more efficient mobility in consultation with the automotive sector is required;

13. Stresses that diesel technology plays an important role in fighting climate change by reducing CO₂ emissions, since vehicles powered by alternative energy sources still have many shortcomings; acknowledges, therefore, that modern diesel along with alternative fuel vehicles will play a strong role in helping cities move towards compliance with air quality targets;
14. Stresses the importance of the principle of technology neutrality and urges the use of all available technologies, including synthetic fuels and fuel cell technology, to improve air quality and CO₂ emissions;
15. Points out that electromobility brings with it challenges in terms of consumer comfort (such as range, heavy load, high cost of electric vehicles and short lifecycles of batteries), but also significant new environmental challenges (such as sourcing of materials needed for battery manufacturing and recycling of batteries);
16. Calls on the Commission to rigorously exercise its oversight mandate and to continue to work together with Member States and other stakeholders to optimise emissions regulations for vehicles in the future and to accelerate the transition towards cleaner and more competitive mobility;
17. Highlights that Member States and their authorities have to assume primary responsibility in order to ensure effective enforcement of the new EU type-approval and testing framework so as to prevent future scandals and further regain the trust of EU consumers;
18. Instructs its President to forward this resolution to the Council, the Commission, and the governments and parliaments of the Member States.