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*Plenary sitting*

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**B8-0224/2019**

25.3.2019

## MOTION FOR A RESOLUTION

to wind up the debate on the statement by the Commission

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

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

**Jens Gieseke**

on behalf of the PPE 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 information<sup>1</sup>,
- 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 vehicles,
- having regard to Regulation 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/EC<sup>2</sup>,
- having regard to its recommendation of 4 April 2017 to the Council and the Commission following the inquiry into emission measurements in the automotive sector<sup>3</sup>,
- having regard to the final report of the Committee of Inquiry into Emission Measurements in the Automotive Sector of 2 March 2017,
- having regard to the interim report of the Committee of Inquiry into Emission Measurements in the Automotive Sector of 20 July 2016,
- 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 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 Sector<sup>4</sup>,
- having regard to the Commission staff working document of 22 November 2018

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<sup>1</sup> OJ L 171, 29.6.2007, p. 1.

<sup>2</sup> OJ L 151, 14.6.2018, p. 1.

<sup>3</sup> OJ C 298, 23.8.2018, p. 140.

<sup>4</sup> 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](https://ec.europa.eu/commission/commissioners/2014-2019/bienkowska/announcements/commissioner-elzbieta-bienkowska-exchange-views-envi-committee-ep-recommendation-former-committee_en)

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,
  - having regard to Rule 123(2) of its Rules of Procedure,
1. Underlines that significant progress has been made since the ‘Dieselgate’ emissions scandal in 2015, namely in the EU regulatory framework, such as via new type-approval rules and a new testing procedure;
  2. Stresses that in order to improve air quality and hence the quality of life of citizens, to protect our environment and to boost the competitiveness of the EU automotive industry in a globalised world, a shift to cleaner mobility is needed;
  3. Highlights that the fight against climate change has to be seen as part of an overall EU strategy that must be in line with, for example, the new Industrial Policy Strategy (a holistic approach), in order to strike the right balance between increasing the sustainability and compliance of road transport vehicles, safeguarding the economic interests of EU consumers and respecting the limitations of technological progress;
  4. Underlines that job security and the global competitiveness of EU industry must be taken into account when assessing solutions to tackle climate change;
  5. Highlights that a new laboratory test, the Worldwide Harmonised Light Vehicle Test Procedure (WLTP), has already been introduced to significantly reduce the gap between CO<sub>2</sub> emission levels and fuel consumption as measured in the laboratory and on the road;
  6. Emphasises, in addition, that the EU 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; stresses that both tests are stricter and more realistic, and that they are also much less vulnerable to fraudulent practices;
  7. Underlines that the new EU type-approval rules, which will be applicable from September 2020, will significantly increase the quality, independence and oversight of vehicle type-approval and testing authorities;
  8. Stresses that diesel technology plays an important role in fighting climate change by reducing CO<sub>2</sub> emissions, since vehicles powered by alternative energy sources still have too many shortcomings; acknowledges, therefore, that modern diesel vehicles will play a strong role in helping cities move towards compliance with air quality targets;
  9. Stresses the importance of the principle of technology neutrality and urges the use of all available technologies, including synthetic fuels, to improve air quality and CO<sub>2</sub> emissions;
  10. Points out that car manufacturers have made major investments to deliver massive reductions in NO<sub>x</sub> emissions (such as widespread application of selective catalytic

reduction (SCR) and the NOx trap system);

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 CO<sub>2</sub> emissions;
12. Supports solutions that are based on scientific, economic and environmental fact and that are technology-neutral;
13. Points out that electromobility brings with it challenges in terms of consumer comfort (such as range, heavy load, high cost of electric vehicles and lifetime of expensive batteries), but also significant new environmental challenges (such as sourcing of materials and recycling of batteries);
14. 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;
15. 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 regain the trust of EU consumers;
16. Instructs its President to forward this resolution to the Council, the Commission, and the governments and parliaments of the Member States.