

Question for written answer E-014019/2015
to the Commission
Rule 130
Zoltán Balczó (NI)

Subject: Is the Commission taking into account the adverse economic impact on manufacturers of tests based on realistic driving conditions, intended to enforce ambitious emission limits?

According to analysts, the VW engine manipulation scandal may completely destroy the global market for diesel-powered cars, as a result of which private cars with diesel engines may disappear from the USA in the near future and, in the longer term, from Europe as well.

The fact that VW was manipulating engines in such a way may indicate that it could be impossible to operate diesel cars economically and cleanly in accordance with EU rules, and therefore diesel technology may ultimately vanish, in the same as two-stroke technology has.

In connection with the scandal it should be mentioned that the biggest difference between petrol and diesel engines as regards emissions of pollutants under realistic conditions is that, while in the case of diesel cars the ICCT has measured emissions of NO_x which exceed by a factor of several tens the theoretical emission level, so far in the case of petrol cars the excess emissions of CO₂ amount to 'only' 28-58%.

European car manufacturers have made enormous efforts to develop their diesel range, because only in this way was it possible to keep below the prescribed CO₂ emission limits for the fleet as a whole. Bearing in mind that at present more than half of sales of new cars in Europe comprise sales of diesel cars, please answer the following question.

If the Commission wishes to measure emissions of pollutants under realistic conditions of use, will it take into account the fact that, in the short term, environmentally highly ambitious emission limits will require technological developments as a result of which manufacturers may be unable to remain economically viable, and sale prices of new cars may increase to unrealistic levels?