

From: EVANS Lowri (GROW)
Sent: mercredi 9 décembre 2015 18:16
To: GROW CAD
Cc: COZIGOU Gwenole (GROW); [REDACTED] (GROW)
Subject: Recent developments on CO2
Attachments: Elżbieta Bieńkowska.pdf; List of vehicles.pdf; Press Release.pdf

From: [REDACTED] [mailto:[REDACTED]@volkswagen.de] **On Behalf Of** Klitz, Christof-Sebastian (K-GK-A6)
Sent: Wednesday, December 09, 2015 5:30 PM
To: EVANS Lowri (GROW)
Cc: Klitz, Christof-Sebastian (K-GK-A6)
Subject: Recent developments on CO2

Dear Mrs. Evans,

Please find below today's ad-hoc press release, including a list of vehicles affected by the CO2 irregularities. Furthermore I attached a letter sent out today to **Commissioner Bieńkowska**. A letter with the same wording was as well sent out to the **EU28 Ministers of Finance** today.

We are communicating that the CO2 is largely concluded. The suspicion that the fuel consumption figures of current production vehicles had been unlawfully changed was not confirmed. During internal remeasurements slight deviations were found on just nine model variants of the Volkswagen brand.

If you have any questions I remain at your disposal.

Best regards,

Christof-S. Klitz

Head of Office
VOLKSWAGEN AG
Group EU Representation/VGS
Rue Archimède 25
B-1000 Brussels

Phone: [REDACTED]
Fax: [REDACTED]
Mobil: [REDACTED]
Email: [REDACTED]@volkswagen.de

Volkswagen Aktiengesellschaft
Sitz: Wolfsburg
Registergericht: Amtsgericht Braunschweig
HRB Nr.: 100484
Vorsitzender des Aufsichtsrats: Hans Dieter Pötsch
Vorstand: Matthias Müller (Vorsitzender), Herbert Diess, Francisco J. Garcia Sanz, Jochem Heizmann, Andreas Renschler, Rupert Stadler, Frank Witter

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CO₂ issue largely concluded

- **No unlawful change to the stated fuel consumption and CO₂ figures found to date**
- **Only a small number of the model variants of new cars will have the catalogue figure slightly adjusted**

Wolfsburg, 9 December 2015 – Just a month after questions relating to the CO₂ figures measured on some of the Group's models arose, Volkswagen has largely concluded the clarification of the matter. Following extensive internal investigations and measurement checks, it is now clear that almost all of these model variants do correspond to the CO₂ figures originally determined. This means that these vehicles can be marketed and sold without any limitations. The suspicion that the fuel consumption figures of current production vehicles had been unlawfully changed was not confirmed. During internal remeasurements slight deviations were found on just nine model variants of the Volkswagen brand.

These model variants will be remeasured by a neutral technical service under the supervision of the appropriate authority by Christmas. In cases where the correctness of original figures is confirmed, there will be no consequences. These cars can be offered for sale by dealers without any reservations. In the case of any deviations, the figures will be adjusted in the future in the course of the normal processes as required.

Volkswagen presented these results to the investigation commission of the Federal Government and the Federal Motor Transport Authority (KBA). The figure of approximately 800,000 vehicles under suspicion originally published by the Volkswagen Group has not been confirmed. The deviations found in the figures for only nine model variants amount to a few grams of CO₂ on average, corresponding to increased cycle consumption in the NEDC of approximately 0.1 to 0.2 litres per 100 kilometres. With an annual production of approximately 36,000 vehicles, these model variants correspond to around only 0.5 per cent of the volume of the Volkswagen brand. The list of the nine model variants can be found at www.volkswagen-media-services.com.

The Group's subsidiaries Audi, SKODA and SEAT have also agreed a similar procedure with the approval authorities responsible for the vehicles initially considered.

Customers' real-world consumption figures do not change and neither are any technical vehicle modifications necessary. Against this background, the negative impact on earnings of €2 billion that was originally expected has not been confirmed.

Whether we will have a minor economic impact, depends on the results of the remeasurement exercise.

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Please note: This text and the overview of vehicles to be adjusted in future with new CO₂ figures, model year 2016, can be found at www.volkswagen-media-services.com. The information contained in this press release does not apply to products and services from the Volkswagen Group of America or Volkswagen Canada.

Volkswagen Group Communications

Head of Product Communications Group

Pietro Zollino

Phone: +49 (0) 53 61 / 9 - 2 99 22

E-Mail: pietro.zollino@volkswagen.de

www.volkswagen-media-services.com

www.volkswagenag.com

MATTHIAS MÜLLER

VORSITZENDER DES VORSTANDS

Ms. Elżbieta Bieńkowska
Member of the European Commission
Rue de la Loi / Wetstraat 200
1049 Brussels
Belgium

9. December 2015

Dear Ms. Bieńkowska,

Just a few weeks ago, the Volkswagen Group announced that comprehensive investigations into potential irregularities in the certification of vehicles had indicated that incorrect CO2 emissions data might have been recorded. Since then, the Volkswagen Group has conducted extensive internal tests and controls. As a result of these tests, we are able to state that almost all of the model variants that were considered questionable a month ago do in fact return the published CO2 emission levels. The suspicion that unlawful alterations might have been made to the data regarding CO2 emissions and consumption for current production vehicles has thus not been confirmed by the information we now have. This is without doubt an important message for our many customers, who are passionate about Volkswagen and its products.

I consider it imperative to state that the testing methods and standards used at Volkswagen are in line with those commonly used in the industry. They comply with the relevant international rules for such testing methods.

The internal tests identified only slight deviations in nine model variants. These nine model variants will be re-tested by a neutral engineering service before Christmas under the supervision of Germany's Federal Motor Transport Authority (KBA) and, if necessary, the emissions data for approval will be revised within the scope of our normal processes.

It is of great importance to me that I inform you and your government of the results that I have described here. For our customers as well as for our dealerships and importers, these findings are also of great significance because they mean that the current production vehicles can be offered and sold without reservation.

Yours sincerely,



List of vehicles model year 2016 where CO₂-values will be revised

Note: For nine model versions the voluntary follow-up measurements have shown that for them adjustments of CO₂-figures need to be made. Going forward, they will be getting new catalogue figures at the earliest possible juncture as part of our normal processes.

| Car | Engine | Gearbox |
|------------------|------------------------------------|---------------------------|
| Polo | 1.0l TSI BlueMotion 70kW EU6 | Seven-speed (DSG) |
| Scirocco | 2.0l TDI BMT 135kW EU6 | Six-speed manual gearbox |
| Jetta | 1.2l TSI BMT 77kW EU6 | Six-speed manual gearbox |
| Jetta | 2.0l TDI BMT 81kW EU6 | Five-speed manual gearbox |
| Golf Convertible | 2.0l TDI BMT 81kW EU6 | Five-speed manual gearbox |
| Golf | 2.0l TDI BMT 110kW EU6 | Six-speed manual gearbox |
| Passat Alltrack | 2.0l TSI 4MOTION BMT 162kW EU6 | Seven-speed (DSG) |
| Passat Variant | 2.0l TDI SCR 4MOTION BMT 176kW EU6 | Seven-speed (DSG) |
| Passat Variant | 1.4l TSI ACT BMT 110kW EU6 | Six-speed manual gearbox |