

## **Read-out of the meeting between Cabinets and VW Group, 1st march 2018**

### **Participants:**

#### **Volkswagen:**

- [REDACTED], [REDACTED] the Volkswagen Group
- [REDACTED], [REDACTED], EU Office of the Volkswagen Group
- [REDACTED], [REDACTED], EU Office of the Volkswagen Group

#### **Commission:**

- CAB-KATAINEN: Grzegorz RADZIEJEWSKI
- CAB-SEFCOVIC: Oriane PENNY-LEPASTIER
- CAB-ARIAS CAÑETE: Silvia BARTOLINI
- CAB-BIENKOWSKA: Carsten BERMIG
- CAB-BULC: Silke OBST
- CAB-JOUROVA: Eduard HULICIUS
- CAB-MOEDAS: Manuel NOBRE GONÇALVES
- CAB-VELLA: Alexia GEORGAKOPOULOS
- SG: [REDACTED]

### **Meeting:**

#### **Current status VW recall in EU 28 member states and further envisaged actions**

- VW informed that the current recall rate is 77% across Europe (around 4 mln cars), but that it is confident that it "*may exceed*" 80% very soon. It underlines that there are significant differences between MS which have a mandatory system (on average ca 80%) and those with a voluntary one (ca 60%). In DE the recall rate has reached 92%; VW informed that it is actively working with the Consumer Protection Cooperation (CPC) network and that it is implementing the Trust-building measure. They focus their effort in particular on the measures visibility
- COM informed VW of Member States' obligation to recall all non-compliant VW-group cars from the market (i.e. to reach a 100% recall) and reiterated that it is determined to take the necessary steps to ensure that all Member States together with VW reach this target.

#### **Urban Access Regulations**

- In view of the most recent decisions in urban cases in DE, VW explained that it's fully committed to improvement of air quality but would have preferred a general framework of EU rules rather than a patchwork of local urban access rules throughout the EU. VW recalled its participation and financial contribution to the DE-wide fund supporting investment in low emission cars and traffic management in cities.

- COM underlined that the principle of subsidiarity makes any attempt to regulate urban access at EU level rather tricky. It seems likely that local authorities would need to cooperate with one another, e.g. making use of the dense cities network. The urban access regulations have every potential to end up strengthening the case towards more clean mobility.

#### **EU Commission's Battery initiative**

- COM informed about the details of the ongoing initiative and asked for VW views in this respect.
- VW supports the Commission initiative on batteries and has actively participated in Battery Alliance meetings but informed that it has not yet taken a definitive decision in terms of participation. VW noted that an important DE industrial player had decided to stop all its R&D in this area considering that Asia was too much ahead.

#### **Implementation Volkswagen's electrification initiative "Roadmap e"**

- VW expected 2019 to be the year of the uptake of e-mobility; but, beyond a strategy for batteries, VW calls for the deployment of infrastructure of electric cars (and to look at impressive developments in China) throughout the EU (not just rich MS like NL, but also less affluent ones, like BG and RO). VW pleads for future 9<sup>th</sup> Framework Programme (FP9) support in this area.

#### **Animal testing**

- VW apologised for animal testing that it claims does not meet VW own ethical standards
- VW informed that it is going through all its R&D projects to check that they meet the highest ethical standards.