

# Transport Committee

House of Commons 2<sup>nd</sup> Floor 14 Tothill Street London SW1H 9NB

Tel 020 7219 3266 Twitter @commonstrans Email transcom@parliament.uk Web www.parliament.uk/transcom

Mr Paul Willis  
Managing Director  
Volkswagen Group UK  
Yeomans Drive  
Blakelands  
Milton Keynes  
Buckinghamshire  
MK14 5AN  
20 October 2015

The purpose of this letter is to elicit further information from Volkswagen Group following your recent appearance before the Transport Select Committee.

I was grateful for the apology you offered and for the commitments you made about communicating with customers and ensuring that there was no additional cost to them as a result of the actions taken by Volkswagen. I was disappointed that there were a number of questions posed by the Committee that you were unable to answer. I appreciate that your background is in sales and marketing but as Volkswagen's principal representative in the UK I believe you should have been properly briefed or brought someone with you who could provide the answers. I sincerely hope that this was not a tactic to delay scrutiny.

Please provide the information requested below and answers to all of the questions posed. The transcript for the session has been posted on the Committee's website and in the questions below the answers you gave on 12 October 2015 are referenced by their question number. It is my intention to publish your response.

1. Were defeat devices used to obtain type approval in the EU for any of the 60 affected models? (See Q11)
2. Without the defeat devices, would the vehicles meet the legal limits on NOx and PM emissions? (See Q11)
3. In Q12 you appear to say that the issue is not the type approval test but the gap between test and real world driving emissions. Please clarify what you meant.
4. Please provide a clear explanation of the remedial work that needs to be done on the 60 affected models. (See Q13 and 16)

5. Will any software be removed from affected vehicles and, if so, how will this be done and for what purpose?
6. Will any models require replacement or new parts to be fitted? If so please detail the changes that will need to be made and why? Are there any plans to retrofit urea emissions treatment systems to the affected vehicles?
7. Please provide an explanation of how you will provide reassurance to authorities in the EU that the changes you are proposing will reduce emissions to legal limits and how you will obtain type approval for the changes you plan to make to vehicles to remove the defeat devices and/or reduce emissions. Will approval be sought for each of the 60 models?
8. Please explain how the performance of the car (in terms of emissions, fuel economy, and performance) will be affected by the removal of the defeat devices and/or any other corrections that you intend to make.
9. Are there other vehicles that need to be changed? Will models without the defeat device software but with injectors identical to those you plan to use on affected cars need to have new injectors? If not, why not? (See Q19 and 20)
10. When will the Jones Day work be complete? When will it be published? Please provide a list of all other investigations by regulatory authorities worldwide.
11. What discussions has VW had with the VCA and DVSA about the retesting of vehicles? What does VW group understand the purpose and scope of the testing to be?
12. You offered to ensure that the retesting of vehicles did not result in any additional cost to the taxpayer. What discussions has VW had since regarding the cost of testing with the DfT? (See Q33 and 34)
13. What plans does the VW group have to open up its systems and software to inspection by the authorities?
14. You suggested that only 5% of buyers will have based their purchase on environmental considerations (See Q29). This contrasts markedly with the analysis by Which? that suggests Volkswagen's claims with respect to the environment were a more important factor. Which? said:

When we asked VW owners what the important factors were when they purchased their car, 96% of people cited fuel efficiency and 90% environmental impact, both areas undermined by the scandal involving 'defeat devices' that were fitted to diesel vehicles.

Please provide the data on which you based your answer and explain why there is such a huge difference between your evidence and the figures quoted by Which?.

15. What discussions has VW group had with customers to ensure that the steps it is taking are understood by its customers? Do they understand the implications for them and the timescales involved?
16. What data does VW group hold on real world driving emissions from the affected vehicles?
17. What real world driving emissions testing does VW do on the vehicles it produces? What testing is done by VW before submitting a vehicle for type approval?
18. How many models have not passed type approval tests at the first attempt in the last ten years?
19. Please provide the timeline referred to in Q62.
20. If Volkswagen is capable of making a vehicle that meets the tighter NOx emissions standards in the US why doesn't it make vehicles that meet that standard for the European market?
21. Have 2016 VW models been fitted with defeat device software or any other mechanism for limiting vehicle emissions in test conditions, in the UK or EU markets?

You should provide your response by 6 November 2015. The Clerk of the Committee can advise you on the format of your response and you should speak to him if you need to clarify any of these requests.

Louise Ellman MP  
Chair of the Transport Committee