

**Question for written answer E-015630/2015
to the Commission**
Rule 130
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Subject: Limit on nitrogen oxide emissions from diesel engines

The recent scandal over Volkswagen's tests on nitrogen oxide emissions from diesel engines brought to light a situation that is both regrettable and paradoxical. In fact, recent data indicate that there may be a differential of as much as 500 % between measurements of nitrogen oxide emissions under laboratory conditions and under normal driving conditions. In other words, a vehicle within the current 80 mg/km limit may actually be emitting 400 mg/km. Nitrogen oxide is implicated in asthma, neonatal deformities and the premature deaths of 500 000 people per year.

Instead of compelling the automobile sector to comply with public health regulations, the Commission has recently taken steps which, in practice, encourage continued non-compliance. They allow more than double (2.1) the minimum value of 80 mg/km until 2017 for new models and until 2019 for new vehicles. In a second phase, they still permit emissions more than 50% above the limit until 2020 for new models and until 2021 for new vehicles.

Can the Commission say what weight was given to public health in this decision and which studies served as a basis for allowing emission levels far above those recommended by the scientific community to persist until 2021?