

"We could cope with a combustion ban"

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VW boss Herbert Diess is halfway relaxed about today's climate decision in Brussels. Either way, Volkswagen is set to become the world market leader for electric cars by 2025. A ban on new cars with gasoline or diesel engines will not change that.

Despite the threat of tightening climate regulations by the European Union (EU), the Volkswagen Group is initially sticking to its goal of delivering every second new car worldwide with an electric motor by 2030.

This 50 percent is already a challenge, said CEO Herbert Diess in Wolfsburg: “We don’t think it makes much sense to electrify Latin America and parts of China where there is a lot of coal-fired electricity. Electromobility only makes sense where there is enough green electricity available. ”

The EU Commission in Brussels today wants to present a comprehensive package of measures to implement its Green New Deal ([/wirtschaft/article232485963/EU-Klimaziel-Tag-der-Wahrheit-in-Bruessel.html](http://wirtschaft/article232485963/EU-Klimaziel-Tag-der-Wahrheit-in-Bruessel.html)), which also provides for further tightening for the transport sector. Much more ambitious CO₂ fleet targets are expected for the automobile manufacturers, possibly even a reduction of the permitted carbon dioxide emissions by 100 percent by 2035. That would mean a ban on the sale of new vehicles with internal combustion engines.

VW boss Diess said: “We could manage a ban on combustion.” That would be difficult, not only for his company, but for the entire industry. Most recently, major competitors such as General Motors and Stellantis had accelerated their schedules for the switch to electric drives. For example, the Stellantis brand Opel is to become a purely electric car brand as early as 2028, while Volvo is (<https://www.welt.de/themen/volvo/>) aiming for a complete phase-out of combustion engines by 2030.

Diess confirmed that the introduction of the new electric models worldwide is going according to plan. “We should have a good chance of overtaking Tesla by 2025.” In the still very small global market for electric cars, Elon Musk’s group has been a leader so far. However, VW (<https://www.welt.de/themen/vw/>) wants to become the world market leader in the field from the second half of the decade. The group currently sells more than ten million vehicles per year, although the vast majority of them have gasoline or diesel engines.

Frank Schwope, auto analyst at NordLB, says: “When it comes to [electromobility, Volkswagen is \(/wirtschaft/article232483655/Volkswagens-neue-Strategie-Autonomes-Fahren-Groesster-Wandel-seit-dem-Uebergang-vom-Pferd-zum-Auto.html\)](https://wirtschaft-article232483655/Volkswagens-neue-Strategie-Autonomes-Fahren-Groesster-Wandel-seit-dem-Uebergang-vom-Pferd-zum-Auto.html) ahead of most of its competitors.” For the current year, he believes the group can sell up to 700,000 electric cars. “In 2022, the Volkswagen Group could then be on a par with Tesla.”

In the USA in particular, the Wolfsburg-based company is expecting very good market opportunities for e-cars. President Joe Biden's new course promises massive subsidies. "By 2030 we should come close to a market share of ten percent in the USA," said Diess. "The way there is electrification." It will be more difficult for VW in China, from the Group's perspective the "second home market".

There they are aiming for a similarly high market share for battery cars as for combustion engines, according to the VW boss. In any case, the group no longer wants to earn money from selling new cars, but primarily from software, digital services and autonomous driving.

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