

VOLKSWAGEN

AKTIENGESELLSCHAFT

# International Motor Show 2019

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**“E-mobility: moving from a  
niche product to the  
mainstream”**

9 September 2019

Corporate Communications Volkswagen AG

## Speech

*Check against delivery*

**Dr Herbert Diess**

Chairman of Volkswagen AG and

Chairman of the Brand Board of Management of Volkswagen Passenger Cars

Dr Herbert Diess

Group Night IAA 2019

Good evening, Ladies and Gentlemen,  
I too would like to welcome you!

It took roughly four years to get from the first sketch to the world première: we are looking forward to showing you a new car, a new drive concept – and a new Volkswagen. This evening is a decisive moment for us.

Everybody at Volkswagen knew that the ID.3<sup>1)</sup> is more than a new model. This is the car that is now expected of us. The car that we expect of ourselves. A Volkswagen that will take the electric car from being a niche product to the mainstream, making it accessible for everyone.

The ID.3<sup>1)</sup> is now ready. Production will start in November in Zwickau. The first customers will receive their cars in Spring.

The ID.3<sup>1)</sup> is world's first CO<sub>2</sub>-neutral electric car to be carbon neutral across the whole supply chain. Only green energy is used in the manufacture of the battery cells, the production of the vehicles and, if so desired, when charging the cars. Used batteries will be recycled. Non-avoidable emissions will be compensated for in projects focused on protecting the climate. We started the first of these just a few days ago in the rainforests of Borneo.

The ID.3<sup>1)</sup> kicks off the Volkswagen brand's huge electric offensive. It will carry on throughout the whole Group. The e-tron<sup>2)</sup> has already been successfully launched by

AUDI. Porsche celebrated the world première of the sportiest electric vehicle in the world, the Taycan<sup>3)</sup>, a few days ago. More models will follow soon.

All of them show that there are convincing vehicle concepts in all segments for even the most varied of customer requirements. In this way, we can also enhance the identity of our brands in the electric vehicle segments.

By 2028, we will have launched nearly new 70 electric vehicles. This corresponds to a volume of 22 million electric vehicles based on our electric platform - spread over all brands and toolkits.

This will make a lasting change to the face of our fleet. In approximately ten years, nearly every second Group vehicle in Europe and China will be electric. No other traditional vehicle manufacturer is pursuing this course of action more consistently than we are.

The electric car is the best choice for our customers. It delivers in terms of fun and acceleration, low-cost maintenance and upkeep, and now has an increasingly large charging infrastructure – and as far as the environment is concerned, there is no alternative.

That is why we must ensure that electric mobility is a success now. With this change of system we can guarantee the future of individual mobility for millions of people.

There are of course people who do not want to own a car or see no future for them. I have just discussed this with a representative from the organisation “Sand im Getriebe”. Discussion is important for us. However, we are still of a different opinion.

Even if there are some people who do not want to see it: the car has a great future ahead of it. Because it is losing its negative characteristics. It is becoming clean and safe. At the same time, it fulfils a timeless need that inspires people: self-determination and freedom, technology, progress and prosperity.

We have made this dream a reality for millions of people over the past decades. And we will continue to do so. Because the need is still there. We see this every day when talking to our customers all over the world. In China, South America, Africa or here at home. We will fulfil this need responsibly with innovative technology.

14 percent of CO<sub>2</sub> emissions worldwide are produced by the transport sector. By cars, lorries, aeroplanes and ships. This is just part of it, but it is relevant. Just the emissions from passenger vehicles of our Group Brands make up one percent of this figure. And we will reduce this amount step by step. Because every ton of carbon dioxide makes the earth hotter.

Because they are so energy-efficient, electric drives are today and for the foreseeable future the best option for reducing this one percent figure to zero. Over a life-cycle of 200,000 kilometres, an electric vehicle will only produce approximately half of the CO<sub>2</sub> emitted by a diesel or petrol vehicle. The vehicle must be charged with green electricity to achieve this figure.

For this reason, we must stop producing energy using coal as quickly as possible. That is the only way that electric mobility can make sense!

The car that will facilitate the change to the system has arrived. Industry, civil society and the world of politics must work hand in hand to ensure the transition works.

- This applies first to generating, managing and storing regenerative energy. If the sun is shining today, but there is little demand for electricity, we are not in a position to store these energy peaks. The capacity remains unused. That is inefficient. The electric car with its storage capacity can help to improve this situation.
- Secondly, we must both simplify and accelerate the development of the charging infrastructure.
- Thirdly, it is important that electric mobility is made available for low-income earners and small businesses. It is precisely the smaller vehicles being electrified that are priced above the average. That is why we need intelligent incentives. This includes extending financial incentives for electric mobility to the used-vehicle market. Maintaining the lower rate of company car taxation as is backed by politicians. Or, for example, establishing a mobility fund for electric mobility which enables free battery charging for vehicles priced at less than €20,000.
- Fourthly, we must review the systems for the taxation of vehicles and CO<sub>2</sub>. Today, vehicles are taxed according to engine size and exhaust emissions. Diesel and petrol are taxed differently. The use of electric vehicles must be worthwhile for the consumer, otherwise they will not decide to use this form of clean mobility.

The Volkswagen Group will help overcome these challenges; in the interests of our customers. Climate protection is not a burden, but rather an opportunity for Germany and Europe. This is where the domestic market, the lead market for new, CO<sub>2</sub>-free mobility can be developed. Climate protection will become a driver of innovation and will increasingly generate competitive advantages. And we can shape the change to ensure that everyone can afford to participate in climate protection.

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Ladies and gentlemen,

The Volkswagen Group is moving forwards. We are shaping the mobility of the future. For us and future generations. That is our aim - with the courage, power and passion of 660,000 enthusiastic employees, more than 40,000 suppliers and our strong dealerships to support us.

Thank you very much - here's to a successful IAA 2019!

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<sup>1</sup> The vehicle is not yet available for sale in Europe.

<sup>2</sup> Power consumption combined in kWh/100 km: 24.6-23.7 (MVEG) ; 26.4-22.9 (WLTP); CO<sub>2</sub> emissions combined in g/km: 0

<sup>3</sup>Power consumption combined in kWh/100 km: 26.9-26.0 (NEDC); CO<sub>2</sub> emissions in g/km: 0