



Speaking notes - Jacob Banggaard 19 March 2014

Good afternoon, Thank you very much for joining us today. I would like to thank MEP Mathieu Grosch and the Representation of the Free State of Bavaria to the EU for their kind support.

The election to the European Parliament is close and for this reason we at the FIA launched an election campaign focusing on mobility called Mobility 2014, guided by our 73 European Motoring Clubs in Europe representing 37 million motorists. This campaign has been create to urge MEPs to address mobility issues in their campaign and in their future work in office to help us tackle some of the future mobility challenges we are facing.

We must continue to push for 5 star vehicles with the latest technologies for safe, clean and efficient, driven by 5 star drivers and on 5 star roads. And we need to inform and assist the users in the best possible way to get the maximum benefits out of the technological progress.

The Mobility 2014 campaign has 3 pillars:

- The first pillar of our campaign, *driving future mobility*, is our push to ensure that vehicle connectivity is deployed in a consumer-friendly manner, respecting informed consent of users and a fair marketplace based on standardised, open and secure telematics networks.
- The second pillar, of our campaign addresses *increasing road safety*. We want to strengthen the driver training especially for young novice drivers. Additionally, we would like to raise awareness on safe behaviour on the roads to help all user pedestrians, cyclists and motorists.
- Our third pillar, addresses *supporting affordability* for motorists. We would like to see more earmarking of tax revenues towards reinvestments in safety and efficiency improvements.

Mileage Fraud, which you will learn more about today, is part of our third pillar. We call it an 'everyday scam' and you will soon see how easy and cheap it is to cheat people. Mileage fraud must be addressed at an international level so we don't move the problem from country to country.

Today, we have four cars manufactured in different parts of the world and in different years. We have also three different odometer tampering devices which can work on these models.

Here we have a real on-board display for a Volkswagen Golf VI, and we also have a Golf VI available for testing outside with an identical display unit. The odometer tampering device is plugged into the OBD port as we will do with the vehicles just outside. This device is designed to reduce the mileage on Volkswagen vehicles and costs around 150 EUR and is 5 years old.



One week ago, we set up three vehicles in front of the European Parliament and asked the public to try out our devices and see just how easy mileage fraud can be done. Let's watch the video.

As you can see, awareness is indeed lacking. To increase the awareness, we have also created the following animation.

To end, I would like to give you four steps that can effectively tackle mileage fraud:

1. Encouraging all Member States to consider the manipulation or tampering of an odometer as an offense and effectively enforce their legislation.
2. Preventing tampering technically through revising vehicle type approval legislation or getting a voluntary commitment of the vehicle manufacturing industry in the European Union.
3. Setting up a European electronic platform to exchange mileage data – in compliance with data protection legislation – making mileage data broadly available to European citizens buying motor vehicles, in particular cross border.
4. Supporting specific campaigns by the European Commission and Member States aiming to raise citizens' awareness about this issue when buying a used car.

Now, I would like to invite you to join us outside to try mileage fraud for yourself.

Thank you