



PRESENTAZIONE DEL VOLUME (a cura dell'autore o del curatore)

Informazioni generali

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Informazioni sul volume

On 18 September 2015, the United States Environmental Protection Agency (EPA) issued a notice of violation of the Clean Air Act to German car producer Volkswagen Group. The notice was based on the allegation that the car producer had intentionally programmed turbocharged direct injection (TDI) diesel engines to activate certain emission control systems only during laboratory testing. This manipulation had the obvious aim of bypassing the diesel emission standards in the US so as to get the VW diesel cars approved for the US market.

Not only the USA with 480,000 vehicles but also Germany with 2.2 million vehicles and many other European countries are affected. VW has admitted that about 11 million cars worldwide, including eight million in Europe, are fitted with the so-called defeat device. VW even sold vehicles with the questionable software in China. Several public prosecutors and environmental protection agencies announce investigations or start investigating. In Germany, the Braunschweig prosecutor and the State office of criminal investigations start searching the offices of Volkswagen in Wolfsburg and other (German) cities.

What started in the US has spread to a growing number of countries. The UK, Italy, France, and, of course, Germany, have opened investigations. Throughout the world, politicians, regulators, and environmental groups are questioning the legitimacy of VW's emission testing. In France and China, the authorities start investigating the scandal and the US Justice Department announces that it will sue Volkswagen over the emission scandal. Meanwhile, the VW Group has already made a loss of 3.5 billion euros in the third quarter. Workers employed at the Wolfsburg manufacturing plant and at other plants have to fear for their jobs.

Thus, the Dieselpgate can for sure be defined as a global or worldwide scandal.

This book aims to analyze the complex legal issues that arise from the facts that make up the magmatic and not yet fully defined reality that goes by the name of Dieselpgate. The book is meant to represent a moment of reflection on something so unprecedented as the Dieselpgate. The authors and myself have decided to work hard to give readers interested in exploring the legal issues related to Dieselpgate a timely reference point.

The structure of the book is quite simple.

A first group of essays is devoted to the main countries involved by the scandal. These essays shall give a full picture of the main legal consequences and issues triggered by the scandal. They will thus deal with private and consumer law, criminal law, environmental law, etc. to the extent that they are necessary for explaining the implication for each specific jurisdiction.

A second group of essays investigates the Dieselpgate each from a specific legal perspective: civil and consumer law, corporate and insurance law, criminal law, environmental law, and European Union law. These contributions are thus centered on specific areas of the law and adopt a comparative law approach.

In sum, this particular structure of the book shall be apt to give to the reader a quite complete picture of the legal dimension of the Dieselpgate.