

Message

From: Jones, Enesta [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=65B8E6C6E5CA4A7A9AE85D98A4C8EEDB-EJONES02]
Sent: 5/8/2018 10:10:28 PM
To: Everardo Martínez **Ex. 6**
CC: Press [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=b293283291dc44e0b5d1c36be9281d8a-Press]
Subject: Re: VW Information request

Everardo,

We have no new information to share.

On May 8, 2018, at 5:42 PM, Everardo Martínez **Ex. 6** wrote:

Hi Jones.

Do you have news about any Daimler investigation ongoing?

Regards.

2018-03-08 14:08 GMT-06:00 Jones, Enesta <Jones.Enesta@epa.gov>:

Everardo,

EPA declines to comment any further at this time. Please refer to the VW penalties I provided earlier.

On Mar 8, 2018, at 2:47 PM, Everardo Martínez **Ex. 6** wrote:

Ok I understand.

I share you our article about damiler.

I would like to ask you in relation to your previous answer, then how much did VW pay for the sanctions that the Clean Air Act had authorized for the sold car and the additional penalties for other violations?

That answer I'm looking for to compare it with what Daimler could pay, that you have already begged me would be 46,921 usd dollars per car.

Saludos

<https://heraldodemexico.com.mx/mer-k-2/daimler-otro-caso-de-dieselgate/>

2018-03-01 14:24 GMT-06:00 Jones, Enesta <Jones.Enesta@epa.gov>:

Everado,

On background: Penalties were not \$37,000 per vehicle in Volkswagen. The civil penalty was \$1.45B for approximately 590,000 vehicles. This is in addition to the \$2.8B criminal penalty.

- Civil case summary, and actual consent decree assessing the penalty: <https://www.epa.gov/enforcement/volkswagen-clean-air-act-civil-settlement>
- Joint press release on both penalties: <https://www.epa.gov/enforcement/reference-news-release-volkswagen-agrees-plead-guilty-pay-43-billion-criminal-and-civil>

The statutory maximum amount increases with inflation, as required by federal law, and are reported at 40 CFR 19.4

Off-the-record: It's nearly impossible to predict civil penalties (either statutory maximum or actual final penalty) for cases.

From: Everardo Martínez Ex. 6

Sent: Thursday, March 01, 2018 2:37 PM

To: Jones, Enesta <Jones.Enesta@epa.gov>

Subject: Re: Information request

Ok, so in case o Volkswwagen the saction was 37,500 USDollar, no? Why is more today?

And one question else, Can you share me the document that contents this saction actually?

Very helpfull, Jones.

Thanks

2018-03-01 13:18 GMT-06:00 Jones, Enesta <Jones.Enesta@epa.gov>:

Everado,

On background: As a general matter, the Clean Air Act currently authorizes civil penalties of up to \$46,192 per vehicle sold in violation of the Act, plus additional penalties for any other violations.

From: Everardo Martínez Ex. 6
Sent: Tuesday, February 27, 2018 4:40 PM
To: Jones, Enesta <Jones.Enesta@epa.gov>
Subject: Re: Information request

Hi Jones Enesta, only I have a couple of questions, if I may.

I know that EPA won't give us detail about this topic, but only we want to know in case of any compaÑie violates environmental standards in the US with diesel vehicles that pollute more than what is allowed, what is the penalty?

I remember that Volkswagen pays 37,500 US dollars per unit.

Thanks for taking my question,

2018-02-23 16:47 GMT-06:00 Jones, Enesta <Jones.Enesta@epa.gov>:

Everardo,

On Background: EPA does not comment on the existence or nonexistence of any ongoing investigations.

On Feb 23, 2018, at 3:13 PM, Everardo Martínez Ex. 6 wrote:

Goog Afternoon, I'd like to now if is a fact that EPA is investigating a possible use modification software in Daimler-Mercedes Benz to pass regulation in USA.

I found that en media in Spain that give credit to weekly 'Bild am Sonntag' from german.

<http://www.economiahoy.mx/empresas-eAm-mexico/noticias/8947846/02/18/Daimler-uso-un-software-para-alterar-las-emisiones-de-sus-vehiculos-durante-las-pruebas-segun-la-prensa-alemana.html>

Your assistance to confirmation of the investigation and if you can more details would be very helpful.

Regards

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Everardo Martínez Espinoza

El Heraldo de México

Reportero Telecomunicaciones, Transportes,

Automotriz e Infraestructura

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