



Introduction

The Fédération Internationale des Véhicules Anciens (FIVA) was founded in 1966 as the international federation of historic vehicle clubs. FIVA has over one million members in 50 countries (www.fiva.org).

FIVA's principal objective is to further the preservation and use of historic vehicles, which by their nature, are owned by enthusiasts and preserved in historically correct condition. Historic vehicles are kept for their technical, cultural and historical contribution to our common heritage and those which are in road-use are well maintained and not generally used as everyday transport. A recent FIVA survey indicates that within the EU the most commonly accepted age threshold for historic vehicles is 30 years.

FIVA – and legislation

The preservation and use of historic vehicles has been threatened in recent years by legislation proposed at the national, the European and the international level. In almost all cases the threat to historic vehicles was unintentional.

One of FIVA's key objectives is to ensure the ability to preserve historic vehicles and to ensure the freedom to use historic vehicles on public roads. This paper is designed to explain FIVA and the cultural and historical value of preserving motoring heritage; to highlight the economic value of historic vehicle movement; and to stimulate dialogue between FIVA and legislative decision makers, **with the objective that EU decision makers consider any potential implication on the preservation and use of historic vehicles when developing policy and legislation so that FIVA's interests are not inadvertently, unreasonably or unnecessarily threatened by legislation.**

FIVA – preserving historic vehicles

FIVA's primary activities are:

- identifying and classifying all historic vehicles;

- providing links between clubs and groups of enthusiasts internationally;

- Ensuring the freedom to use historic vehicles on public roads and the ability to preserve the authenticity of the vehicles;

- promoting "regularity" rallies (i.e not racing), concours and touring events around the world (on average 80 events per annum) and:

stimulating general interest in preserving our motoring heritage.

Through this process, FIVA has created a structure and provided the motivation to further the preservation and use of historic vehicles world-wide.

Preserving historic vehicles – preserving history and culture

FIVA members are a diverse community, representing a cross-section of society, who in the European Union alone own in excess of 1.5 million historic vehicles. The vehicles themselves are a cross section of all types of motorised road transport – which in addition to cars of all sorts (limousines and sports cars to Model T Fords) include trucks, buses, motorcycles, steam propelled vehicles, farm tractors and military vehicles. The vehicles therefore span the history and range of motorised transport.

As historic vehicles owners, FIVA members are preserving a significant and valuable part of worldwide mechanical, cultural and design heritage. Specifically:

The restoration of vehicles has preserved mechanical craft techniques and skills which otherwise might have been forgotten - a worldwide industry has grown to support this need.

The preservation of historic vehicles in museums and collections allows the public to appreciate and better understand our motoring heritage and stimulates younger generations' interest in the movement.

The use of historic vehicles for events and general use has created a “mobile museum” which can be appreciated by everyone – and in the process further stimulates interest in motoring heritage.

Promoting the interest, understanding and importance of authenticity of preserved vehicles provides a benchmark for our heritage.

The value of this heritage is also recognised by the modern car industry. When appropriate and possible, designs of classic cars have been incorporated into modern designs in order to exploit the value and splendour of the past married with the technology of the present.

FIVA - Research

In 2004-2006, FIVA, in association with its National Federations and their clubs, and with the assistance of industry and other institutions undertook a Europe-wide survey of the historic vehicle movement and its activities covering the twelvemonth period from 1 July 2004 to 30 June 2005.

The research is the first such Europe-wide study undertaken and was a quantitative study of the scope and range of individual, trade and club based activities that comprise the movement. The research was based on a questionnaire survey in 11 European Union countries (Cyprus, Czech Republic, Denmark, France, Germany, Hungary, Holland, Ireland, Italy, Sweden and United Kingdom). In each

of the participating countries there were three separate questionnaires: one for individual enthusiast members of historic vehicle clubs to complete; one for specialist traders providing services to the historic vehicle movement; and a third for the clubs themselves. 750,000 questionnaires were distributed principally to vehicle club members. And over 9,000 questionnaires were distributed to organizations providing goods and services to the European historic vehicle community

The facts and figures for Europe noted in this paper are taken directly from the analysis of the research project.

Preserving historic vehicles – boosting economies

From the research project, FIVA for the first time has comprehensive data which has allowed the economic value of the historic vehicle movement in Europe to be detailed. The research found that from 1.07.04 to 30.06.05:

More than 9000 businesses employing 55,000 people generate their income by the provision of services and products to the historic vehicle movement.

Businesses serving the historic vehicle movement generated €16.66 billion in trade.

Exports from the EU are worth €3.35 billion and 57% of businesses involved in the movement export within Europe and 45% export outside the EU.

Over €4.9 billion was spent by club members on insurance, purchase of vehicles, fuel, maintenance, and other related items (magazines, books, models, clothes, etc.).

Private sales of historic vehicles by members is approaching €760 million.

Historic vehicle clubs spent over €12.4 million on the printing and distribution of club publications.

Overall expenditure by historic vehicle clubs was approximately €39 million.

As these figures show, the historic vehicle movement is not just a hobby for enthusiasts, but is also a significant enterprise contributing to the EU's economic growth and is based almost entirely on small and medium sized enterprises.

Preserving historic vehicles – minimal environmental impact

The FIVA research found that there are 1,950,000 historic vehicles owned by club members resident in the EU of which 1,530,000 are road worthy and legal. The research also showed that:

83% of historic vehicles are used **less** than three times per week.

50% of all historic vehicles travelled **no more than 500 kilometres in the year** of the survey and 20% travelled between **500 and 1500 kilometres in the year** of the survey.

Given that there are more than 255 million vehicles registered in the EU (EU Commission data), **historic vehicles account for 0.8% of the total vehicles on the road.**

Data shows that in 2002 modern vehicles travelled a total of 2.2 trillion kilometres. Historic vehicles travelled only 1.4 billion kilometres during the year of the research: accordingly, **historic vehicle use accounted for only 0.07% of the distance travelled by modern vehicles.**

The low mileage of historic vehicles is attributed to the fact that the vast majority of historic vehicles are used for special occasions rather than regular transport. Furthermore in many cases the amount of time spend driving needs to be followed by a similar amount of time spend on maintenance.

FIVA understands the need for the EU to instigate positive change to improve air quality and the environment. However, FIVA wants to stress that any negative contribution to environmental air pollution from historic vehicles is extremely low. This is not only because of the relatively low numbers of historic vehicles and their low annual mileage but also because historic vehicle owners spend significant amounts of time and money maintaining their vehicles to a high standard which includes ensuring that the engines of their vehicles run as smoothly – and therefore as cleanly – as possible.

The research conducted in 2005/2006 was a first step toward building comprehensive knowledge about the historic vehicle movement. FIVA does also appreciate the need to understand better the **emission output** of historic vehicles so that a clear understanding the environmental footprint of the use of historic vehicles can be gained. While FIVA does intend to gather such data, it will be a time consuming and costly task. In the interim, FIVA believes that the low numbers and use of historic vehicles – both overall and in particular in comparison to modern vehicles – means that the historic vehicles cannot be disproportionate contributors to air pollution and should therefore their use should not be disproportionately restricted or penalised.

Preserving historic vehicles – EU policy development

The following briefly details some of the issues past, current and future where dialogue between FIVA and the EU institutions has proved or remains necessary to ensure that legislation does not unintentionally or unnecessarily impact upon the preservation and use of historic vehicles:

Emissions/environmental legislation:

- § in recent years a number of towns and regions in the EU have imposed bans or restricted the use of older vehicles - often during off-peak periods - to comply with EU Air Quality legislation. Given the data above and noting that that weekends are the most common time for historic vehicles to be used, FIVA feels that in these cases historic vehicles have been unfairly an unnecessarily penalised and aims continue to challenge such initiatives.

However, FIVA is pleased to note that increasingly, and as a direct result of dialogue with national historic vehicle federations, national and local authorities are recognising this fact and are making special – and positive - provisions for historic vehicles in the laws imposing urban vehicle use charges or bans.

- § Another concern is the gradual move toward vehicle taxes based upon emissions. FIVA believes that such developments could impact negatively upon historic vehicles as the tax calculation is proposed to be based on the emission per mile output and would not reflect the number of miles driven by the vehicle. Given the low usage of historic vehicles, FIVA will maintain dialogue with decision makers at EU and national level to ensure that historic vehicles are not disproportionately penalised by such initiatives.

Intelligent Transport systems: the development of Intelligent Transport Systems for motor vehicles offer additional means to improve road safety, ease congestion and charge for road use. However, it is possible that policy might in the future tend toward requirement of use of certain of these technologies - such as vehicle control or road pricing technologies. FIVA wants to ensure that access to all roads can never be denied to a vehicle on the grounds that technology is inappropriate to the vehicle or is proves incompatible with the vehicle.

Safety: the safety record of historic vehicle use is **extremely good** – this is reflected in the very low insurance premiums offered to historic vehicles. However, FIVA has had to have discussions with decision makers on a number of issues to ensure that FIVA's interests are not unnecessarily impacted by road safety legislation – and recent examples have been proposals for the requirement of use daytime running lights (constant use is not possible for older vehicles) and retro-fitting of blind-spot mirrors to trucks (which would impact on authenticity). FIVA is pleased to note that in both these cases FIVA's views were heard and reflected in the resultant legislation/policy decisions. FIVA is also a signatory to the EU Road Safety Charter with its commitment to draft and distribute a code of responsible and safe use of historic vehicles. The FIVA Drivers Code has now been distributed to over 100,000 FIVA members. A copy of the Code is attached.

Fuels: the quality of fuel is also consistently improving. While these improvements are designed for cars being developed today, some historic vehicles require fuels which are no longer commonly available. FIVA wants to make clear that while we welcome developments in fuel technology, regulation should not restrict the opportunities for producing and purchasing fuels needed to power historic vehicles.

Vehicle materials/components: greater understanding of health and the environment has threatened the use of a number of materials which are necessary for authentic restoration and preservation of historic vehicles. For example, the recent drive towards the removal of lead and asbestos from the environment has caused some difficulties for the historic vehicle movement, and FIVA has worked with regulators to maintain other use of products in light of legislation

regulating paint VOCs, tyre PAH and PFOS use for chrome plating. FIVA understands the laudable objectives of removing hazardous products from the environment, however, in some cases a lack of suitable modern synthetic substitutes or the need to ensure the authenticity of a historic vehicle does pose problems. For example, substitute synthetics cannot perform the task of leaded solder for the smoothing of body panels and there is currently no suitable alternative to asbestos brake linings for heavy vehicles. FIVA hopes to ensure that products which may be restricted or banned may remain available for low quantity controlled use if necessary for authentic repair of historic vehicles.

Concluding comments

1. FIVA represents more than a million historic vehicle owners in 50 countries who own more than 1.5 million historic vehicles. FIVA's activities include: identifying and classifying all historic vehicles; providing links between clubs and groups of enthusiasts internationally; promoting rallies, concours and touring events and stimulating general interest in preserving our motoring heritage.
2. Historic vehicles range from heavy trucks to opulent limousines to Morris Minors to motorcycles to farm tractors. Their commonality is that the vehicles themselves provide a visible and tangible historical, cultural and social reference to motoring and design history. FIVA's role is to further the preservation and free use of these vehicles.
3. The preservation of historic vehicles has generated a considerable economic activity - creating jobs, stimulating economies, maintaining traditional industries and supporting charities and the tourist industry.
4. Recent history has shown that without dialogue with decision makers, the preservation of historic vehicles is threatened by legislation.
5. It is for this reason that FIVA wants to ensure that decision makers:
 - § understand the activities and business of preserving historic vehicles, and therefore:
 - § always consider whether planned legislation will threaten the preservation of historic vehicles; and, if that proves to be the case:
 - § apply exemptions where appropriate.
6. FIVA hopes that the EU institutions appreciate the concerns noted in this paper, hopes that the EU institutions appreciate the need to further the preservation of historic vehicles, and looks forward to increased dialogue and co-operation with decision makers.