

## **EU LEGISLATION UPDATE**

**JULY 2006**



### **OPPORTUNITIES FOR DIALOGUE**

#### **European Commission wants all vehicles to use daytime running lights**

The European Commission has published a Consultation Paper on the use of daytime running lights (DRL) for all vehicles. In the paper it makes clear its view that the benefits of imposing DRL use on all vehicles outweigh taking no action and it proposes a number of ways to implement the measure. However, the paper also notes the special circumstances of historic vehicles – as FIVA has explained to the Commission over the past few years - and the paper accordingly includes the following paragraph:

“Exemptions: Since historic vehicles form only a small part of the vehicle population and they do not primarily serve transport purposes, they may be exempted from any eventual DRL requirement. For reasons of subsidiarity, it may be convenient to leave the definition of an “historic vehicle” to the Member States, who generally have one for tax purposes (vehicles around 25 years old). From a purely technical point of view, in any case vehicles built before 1970 should be excluded from a possible directive.”

FIVA is pleased that the European Commission has listened to our comments and concerns on this matter, and will respond to the consultation accordingly.

The Consultation Paper is attached to the e-mail sending this EU issues update.

### **INFORMATION**

#### **European Commission delays report on CO2**

The European Commission has delayed publication of a key report on car CO2 emissions and until after the summer following further disagreements between the Directorate General for the Environment and the Directorate General for Enterprise and Industry.

While the two DGs have recently tried to show that they can see each others' perspective, the delay shows how the focus of the DG's impacts on their regulatory approach. The CO2 report will probably show that the car manufacturers are badly failing to meet their CO2 objectives – which are that average new car emissions to fall to 140 grams of CO2 per kilometre by 2008/9. The reality is that by 2004 European, Japanese and Korean manufacturers had only reduced average CO2 emissions to 161g/km, 170g/km and 168g/km respectively. However, it is the manner of the response to this failing which is splitting the DGs: Environment commissioner Stavros Dimas wants stronger action to force carmakers towards the EU's more ambitious emissions target of 120 g/km. Enterprise and Industry Commissioner Verheugen's disagrees – wanting the final report to focus more on internal market issues and less on the environment.

### **Netherlands offers tax breaks for hybrid cars**

From 1 July, Dutch car registration tax which is payable on the purchase of new cars - will be clearly differentiated according to vehicles' environmental performance. The greenest hybrid cars will secure a €6,000 discount compared with standard rates while tax on the least green cars will be €540 higher than is currently the case. Cars will be classified into seven categories based on their fuel consumption, CO2 emissions and an efficiency indicator relative to other cars of a similar size. The maximum discounts for conventionally fuelled vehicles will be €1,000 as only hybrid cars will be eligible for the maximum €6,000 discount.

### **Denmark sets particle filter test for lorries**

The Danish government has drafted legislation requiring diesel-powered lorries and buses to fit particle filters if they are to operate in special environmental zones established in five inner city areas. All such vehicles over 3.5 tonnes will be affected unless they already satisfy minimum EU vehicle emission standards. The vehicles concerned will also be required to display "an environmental zone mark", while foreign-registered vehicles will have to carry documentation showing compliance with particle emissions requirements and a registration certificate showing the vehicle's age.

Designated "environmental" or "low-emission" zones are becoming an increasingly popular in European cities and are being considered as part of the European commission's clean air strategy.

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The FIVA Legislation Commission members are: Horst Bruning (Chairman); Tidde Bresters, Andrew Burt, David Davis, Adalberto Gueli, Winfried Kallinger; Patrick Rollet, Svend Aage Tholstrup; and Carla Fiocchi (Secretariat). Andrew Turner of EPPA works with the Committee.