



### Opportunities for engagement

#### **New EU Roadworthiness Proposal – European Commission maintains HV definition, but takes an unjustified tough approach towards testing in youngtimers and other used vehicles**

On 24 April, the European Commission proposed [updated road safety and vehicle registration rules](#). While the existing definition and treatment of historic vehicles (HVs) should remain unchanged, the proposal introduces stricter emissions testing (including NOx and particle number, software Integrity and anti-tampering checks) and annual inspections for vehicles older than 10 years. The proposal also introduces EU-wide mandatory periodic testing for motorcycles replacing the current Member State discretion. This approach risks disproportionately impacting well-maintained “youngtimers” or other used vehicles still in regular use. **The proposals will now be discussed by the European Parliament and Council** under the ordinary legislative procedure. The European People’s Party (EPP) has already voiced strong opposition to the annual inspection requirement, seeing it as a disproportionate measure that risks placing an undue financial burden on owners of used vehicles.

**FIVA is preparing a position paper for our engagement with EU policymakers. ANFs are invited to share their views with the Legislation Commission.**

#### **End-of-Life Vehicles – European Parliament Transport Committee exchanges views**

On 9 April, the [European Parliament's Transport Committee \(TRAN\) discussed](#) the proposed End-of-Life Vehicles law. Policymakers support exemptions for HVs, stating that standards for repair and recycling should not apply to them and emphasising that vehicle restoration and the trade of vehicles intended for spare parts should not be restricted. TRAN is the opinion-giving committee and the Environment (ENVI) and Consumers and Internal Market (IMCO) Committees lead the file, with a Committee vote expected in June, and the Plenary vote in September.

**FIVA is closely working with the European Parliament and the Council to ensure HVs are adequately protected in the new ELV.**

### Developments

#### **CO<sub>2</sub> targets – European Commission is proposing more flexibility for car manufacturers to comply with CO<sub>2</sub> targets**

On 1 April, the European Commission proposed a targeted amendment to the CO<sub>2</sub> emission standards for new passenger cars and light commercial vehicles. The proposal introduces a mechanism for the period 2025–2027, allowing manufacturers to comply with CO<sub>2</sub> targets based on average emissions across those three years, instead of annually as it was the case until now. This flexibility enables automakers to offset higher emissions in one year with better performance in others, without relaxing the overall targets. This change is part of the European Commission's Automotive Industry Action Plan, published on 5 March, which aims to strengthen the competitiveness and resilience of the EU auto sector amid global shifts and increased economic pressure.

#### **Individual Vehicle Approval system – European Commission plans to adopt legislative amendments**

On 25 April, European Commission Executive Vice-President Séjourné, responding to a [European Parliament question](#) by MEP Cormand (Greens), [confirmed that updates](#) to the Individual Vehicle Approval (IVA) system are expected by the end of 2025, including mandatory pollutant and real-driving emissions testing, as well as CO<sub>2</sub> measurement requirements. The IVA system remains relevant for HVs, particularly in cases of import, substantial modification, or re-registration of non-type-approved classics.

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The FIVA Legislation Commission members are: Lars Genild (Chairman), Giuseppe Dell'Aversano, Wolfgang Eckel, Michail Filippidis, Thierry Garcia Guillorel, Peeter Henning, Johann König, Stanislav Minářík, Bert Pronk and Kurt Sjöberg. Gabriel Lecumberri of EPPA works with the Commission.