



### Opportunities for engagement

#### EU Roadworthiness Testing Proposal – Leading roles in the European Parliament assigned

Before the parliamentary summer recess, the European Parliament have assigned the Members of Parliament who will be leading and steering the work on the Roadworthiness Testing Package, proposed by the European Commission in April 2025. The European People's Party (EPP) has secured the main role of the Rapporteur. The Rapporteur is responsible of drafting the first positioning of the Transport Committee in charge within the Parliament and then negotiating a compromise between the political groups. Within the EPP, German lawmaker MEP Jens Gieseke, who was also leading the work in the Parliament on ELV, has been appointed. The other political groups will be represented by MEPs Gocalves (S&D; Portugal), Christensen (Renew Europe; Denmark), Krutilek (ECR; Czech Republic), Blom (Pfe; Netherlands), Kountoura (Left; Greece) and Schnurrrbusch (ESN; Germany), whereas all MEPs in the Transport Committee can propose own amendments to contribute to the European Parliament position.

**ANFs are kindly asked to reach out to their national Members of the European Parliament to share FIVA's [position paper](#). The assignment of the formal roles within the European Parliament marks the next step in the legislative process which will accelerate immediately after the summer recess. In parallel, Member States need to develop their position in the Council.**

#### End-of-Life Vehicles (ELV) – European Parliament Committees finalise their position on ELV

On 7 July, the European Parliament Committees on Environment (ENVI) and the Internal Market (IMCO), jointly responsible for the work on ELV, [have adopted](#) the report prepared by Co-Rapporteurs MEP Gieseke (EPP; Germany) and MEP Saudargas (EPP; Lithuania), and negotiated with Members of all political groups. The consensus in the committee is built on a majority of the EPP, the S&D, Renew Europe and the ECR group. Throughout the process, [FIVA has put forward its position](#) for the protection of historic vehicles in the proposal via an exemption as well as several amendments to improve the rights of the vehicle owner. These points were well received and are reflected to a large extent in the adopted position of the Committees. As a final step in the Parliament, the file will move to the Plenary for a vote in September. If approved, this will be the Parliament's position for the inter-institutional negotiations with the Member States in the Council subsequently throughout the end of 2025.

### Developments

#### CO2 Emission Targets – European Commission is launching public consultations

On 7 July 2025, the European Commission launched calls for evidence and a joint public consultation on the **evaluation and review of the [CO<sub>2</sub> emission performance standards for new cars and vans](#)**, as well as on the review of the [Car Labelling Directive](#). The current 2023 Regulation on cars and vans CO<sub>2</sub> standards set CO<sub>2</sub> emissions performance requirements for new passenger cars and vans registered in the European market. With this public consultation, the Commission is accelerating preparations for the review of that Regulation. In parallel, the Commission is preparing a review of the Car Labelling Directive to better inform consumers purchasing new vehicles and making sustainable choices, in particular regarding CO<sub>2</sub> emissions and fuel efficiency, and to support manufacturers in meeting their CO<sub>2</sub> emission targets. **These regulations affect newly manufactured vehicles only.**

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The FIVA Legislation Commission members are: Lars Genild (Chairman), Hans Andersson, Giuseppe Dell'Aversano, Wolfgang Eckel, Michail Filippidis, Thierry Garcia Guillourel, Peeter Henning, Johann König, Stanislav Minářik, and Bert Pronk. Gabriel Lecumberri and Felix Kubitschek of EPPA work with the Commission.