



### Opportunities for engagement

#### EU Roadworthiness Testing Proposal – European Commission opens feedback period

On 23 May the European Commission opened a [call for feedback](#) until 28 July 2025 on the [updated road safety and vehicle registration rules](#). In the proposal, the existing definition of historic vehicles remains untouched, but it includes stricter emissions testing and annual inspections for cars and vans over 10-years and further adds mandatory checks for motorcycles. The proposal was presented on 14 May to the European Parliament Transport Committee, where political groups voiced their first reactions. Especially, the centre-right EPP opposed the 10-year mandatory inspection rule, raising concerns about workforce availability and disproportionate burdens.

**FIVA will contribute to the call for feedback with [its position paper](#) and encourages all ANFs to participate.**

#### FIVA Legislation Commission will present its position on the Roadworthiness Proposal in the German Bundestag

On 6 June FIVA will be speaking in the next meeting of the Parliamentary Group on Automotive Cultural Heritage (Parlamentskreis Automobiles Kulturgut im Deutschen Bundestag; chaired by Carsten Müller, MdB) in the German Federal Parliament, on topic of the new Roadworthiness testing proposal, presenting its position paper and concerns.

#### End-of-Life Vehicles (ELV) – FIVA Legislation Commission will meet the Historic Vehicles MEP Group to discuss file

On 18 June, the Historic Vehicles MEP Group will host a breakfast meeting with MEP Gieseke (EPP; Germany), Co-Rapporteur for the ELV proposal in the European Parliament in Strasbourg. FIVA will be attending and presenting its position to ensure historic vehicles are safeguarded throughout the law.

On 3 June the [European Parliament's Transport Committee \(TRAN\) adopted its opinion](#) on ELV, which now will be shared with the leading ENVI and IMCO committees. Positively in the opinion, the Committee agreed to exclude historic vehicles and their parts from the scope, and agreed on ensuring the property rights of vehicle owners. The Member States in the Council aim to have an agreed upon position in the next [Environment Ministers meeting](#) on 17 June. The leading Committees in the Parliament aim to adopt a position on 24 June, with the overall plenary expected to vote on it in September, before the Co-Legislators can enter into negotiations to finalise the law.

### Developments

#### Agreed driving licence rules move forward in the legislative process

Following an agreement between the Co-Legislators the [provisional deal](#) on new EU driving licence rules has been published. Amongst others includes the mandate for a digital licence, whilst the possibility of requesting a physical version is maintained, and harmonised driving disqualification measures and remedies. The next steps in the process include as a formality the final adoption of the agreement by the Council and the European Parliament plenary before it is signed into law.

#### CO2 Emissions Regulation – Increased flexibility for car manufacturers to reach CO2 emission targets

On 29 May 2025 the Member States in the Council have [given final approval](#) to a targeted amendment of the regulation on CO2 standards for new passenger cars and vans, granting manufacturers flexibility to meet emissions targets. The updated regulation assesses compliance over the average performance of each manufacturer across 2025 to 2027, instead of annually.

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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 Minářik, Bert Pronk and Kurt Sjöberg. Gabriel Lecumberri of EPPA works with the Commission.