

EU ISSUES UPDATE

APRIL 2020



Opportunities for dialogue

European Commission initiated research into Intelligent Transport Systems

Earlier this year, the European Commission instructed a consultancy to undertake research for the Work Programme of the ITS Directive 2010/40/EU. FIVA reacted to the subsequent questionnaire to ensure that the work acknowledges the concerns that FIVA has about the evolution and increased use of ITS. FIVA explained the definition of a historic vehicle; highlighted that FIVA is concerned to ensure that historic vehicle owners will always be able to use their vehicles on public roads safely even in the event that vehicle-to-vehicle and infrastructure-to-vehicle connectivity are commonplace for road safety and traffic management purposes in the future; and noted the additional concern that if ITS is used for road charging/pricing purposes, there may be some historic vehicles which would be incompatible with the ITS used. FIVA also highlighted the Directive's Recital which makes specific provision for historic vehicles within the context of the development of ITS as it reads: *Vehicles which are operated mainly for their historical interest and were originally registered and/or type- approved and/or put into service before the entry into force of this Directive and of its implementing measures should not be affected by the rules and procedures laid down in this Directive.*

European Commission research into possible voluntary and mandatory retrofitting of ITS

The European Commission published in April a study undertaken on its behalf by external consultants into the "Feasibility, costs and benefits of retrofitting advanced driver assistance to improve road safety". It considered both the possibility of voluntary and mandatory retrofitting of ITS to vehicles. The rationale for undertaking the research was that while the fatality rate from road accidents is still declining, the rate of decline has slowed and is now slower than required to meet the EU's road safety targets (which is to reduce road deaths to almost zero by 2050 with an interim target for 2011-2030 of a 50 % reduction in fatalities). Hence, the Commission needs to identify means to increase to redress the situation.

The main points of the study of interest to FIVA are that:

- voluntary or mandatory retrofitting of IRS would only be possible for ITS which provide warnings as retrofitting systems which work with braking or signalling is not possible because vehicle manufactures are unwilling to allow access to vehicle actuators because of data or liability reasons. Hence, the only possible ITS to consider for retrofitting are: forward collision warning (cars, people, cyclists); lane departure warning; speed limit information; advanced driver distraction warning; reversing detection; tyre pressure monitoring; detection and warning of pedestrians and cyclists to the front and side; and e-call
- it only considered vehicles 0-19 years old and did not include vehicles 14-19 years old in their cost benefit calculations as the consultants were of the view that owners of older vehicles would be unlikely to retrofit – and if retrofitting of systems were made mandatory, owners would buy a new vehicle rather than retrofit (for cost reasons)
- Most of those consulted were of the view that mandatory measures would not be well received by the public
- it only found a positive cost benefit for both voluntary and mandatory retrofitting of ITS for vulnerable road user detection and warning at the front and sides for busses and coaches for more than 8 passengers (vehicle categories M2 and M3) and a positive cost benefit analysis for mandatory retrofitting of speed limit information systems to M2 and M3. The view of the consultants was that these vehicles presented the only positive CBA because the fleet numbers are small and because they are disproportionately involved in accidents compared to other vehicle classes.

FIVA was not invited to participate – likely because the study only considered vehicles 0-19 years old. However, the consequences of possible mandatory retrofitting of ITS to *historic* vehicles – that it would present both technical and authenticity issues – mean that FIVA will make its views known to the study author.

INFORMATION

T & E posits that electric vehicles are less carbon-intensive than those run on petrol or diesel

The Environmental lobby organisation Transport & Environment has developed a new tool to measure the CO₂ output of vehicles. It combines information of EU member states' electricity mixes with the emissions from manufacturing cars and batteries and T & E has said that it to show that electric cars emit three times less CO₂ over the course of their lives than petrol or diesel cars – even in Poland where coal is used to produce much of the electricity. The Group has also noted that the emissions' intensity of electric cars will continue to decrease over their lifetimes as coal power is replaced with renewables and that an average electric vehicle will be

more than four times cleaner than conventional equivalents in 2030. Batteries still account for a substantial amount of electric cars' carbon footprint, but the carbon intensity of their production is being reduced by an increase in industrial scale manufacture.

Electric car sales

Analysis by the International Council on Clean Transportation (ICCT) has shown that new car registrations fell by 53% in March 2020 compared to 2019, and year-to-date by 27%, but that sales of electric passenger vehicles continued to rise. Sales growth is likely to have been helped by a combination of tax incentives in large markets such as Germany, where the electric vehicle share has risen from 4% throughout 2019 to 9% in March 2020.

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The FIVA Legislation Commission members are: Lars Genild (Chairman), Giuseppe Dell'Aversano, Wolfgang Eckel, Carla Fiocchi, Laurent Heriou, Johann König, Stanislav Minářík, Bob Owen, Christos Petridis, Kurt Sjoberg and Andrew Turner of EPPA works with the Committee.