

## EU ISSUES UPDATE

APRIL 2021



### OPPORTUNITIES FOR DIALOGUE

#### **European Commission publishes an Urban Mobility Roadmap for consultation**

The European Commission has published a “Roadmap” for a new EU urban mobility framework. It complements the Green Deal (see December 2019 EU Issue Update) and the Sustainable and Smart Mobility Strategy (see December 2020 and March 2021 EU Issues Updates) to provide a framework for the overall direction of future EU Urban transport policy to help Member States, regions and cities to develop “safe, accessible, inclusive, smart, resilient and zero-emission urban mobility”. The roadmap only gives a broad indication of intended actions and invited comment to help the Commission draft a Communication for Urban Mobility in the third quarter of 2021. But it does note the expectation of at least 100 climate-neutral cities in Europe by 2030 and acknowledges that further action is necessary to respond to the growing challenges of CO<sup>2</sup> and air pollutant emissions, congestion, road casualties, alongside challenges more recently identified such as the resilience of transport network.

Of note is that the roadmap and its ensuing policies will address the concern regularly raised by FIVA that the variety of Low Emission Zones with different conditions causes consumer confusion and, from the Commission’s perspective, also presents single market challenges both as a consequence of the lack of harmonisation across LEZs and for the enforcement of the zones.

**FIVA Action:** FIVA’s Legislation Commission will draft a response to the consultation to reiterate that the European Commission should publish Low Emission Zone guidance for member states and urban authorities to use when implementing LEZs with the objective that future LEZs follow the same principles and apply the same conditions. At the same time FIVA will reiterate that Historic vehicles merit special consideration in LEZs because:

- Historic vehicles are our motoring heritage and should be preserved for future generations

- Excessive pricing or bans on the use of historic vehicles in LEZs will deter or prevent use – notably of vehicles owned by residents of a LEZ and for businesses located inside LEZs offering maintenance and restoration services to owners
- The minimal use of historic vehicles means that their contribution to air pollution is proportionately negligible. Notably, historic vehicles are rarely used in urban areas at times of peak traffic.

## **INFORMATION**

### **EU lobby organizations and institutions expectations for mobility**

**BEUC, the European alliance of consumer organisations**, has published a paper which estimates that an electric car bought today is already the most equitable and “financially interesting solution” when lifetime running and maintenance costs are considered. The detail of the report notes that:

- at current prices, the first owners of battery electric vehicles (BEV) could end up paying more, but rapid depreciation in value means second or third owners could save money
- when purchasing incentives are factored in, electric cars are the “most equitable” choice as the owner most able to afford a BEV pays a higher proportion of the car’s lifetime costs, therefore making it more accessible to lower-income consumers who generally buy their cars on the second- or third-hand market.

**An alliance of companies** including Volvo, Uber, Coca Cola, IKEA and Sky were among 27 companies that have signed an open call to the EU extolling electric cars as a way to further Europe’s ambition to become climate neutral by the middle of the century and calling on the EU to set its “fleet wide CO<sup>2</sup> target at 0 gram CO<sub>2</sub>/km” from 2035. Additionally, they have called for a European “master plan” to build out charging infrastructure and incentives such as preferential taxes for clean vehicles. In particular, they have asked for support to transition corporate fleets to electric vehicles by 2030.

In parallel, **environmental lobby Group T&E** have said that the eventual electrification of cars and vans was now inevitable, and that businesses need clarity on the timeframe in order to plan. The European Commission is due to propose a revision of EU emissions standards in June as part of a policy programme designed to achieve a 55% net reduction in greenhouse gas emissions by 2030.

**The Natural & Bio Gas Vehicle Association** has published a report arguing that a switch to gas-powered cars would be a less expensive way to cut transport emissions through to 2030 – saying that a car running on a mix of compressed biomethane and compressed natural gas has similar total emissions to a BEV while vehicles running on pure biomethane have even lower emissions than BEVs calculated on a combined well-to-wheel and manufacturing emissions basis.

**The European Court of Auditors (ECA)** has said in a Report that the European Commission should devote more resources to building up the EU's network of electric vehicle charging stations. The report found that:

- EU funding may not have been spent on charging infrastructure where it is most needed because the European Commission did not draw up a comprehensive analysis in advance of where it should go
- funding was not contingent on charging stations operating for a minimum length of time or guaranteeing equal access for all electric vehicle users
- There were 250,000 charging stations in the EU and UK in September 2020 which means that deployment will have to increase to 150,000 new installations each year to meet the 2025 target.

The European Commission is due to present an action plan on rolling out alternative fuels infrastructure this summer and will consider revising the Alternative Fuels Infrastructure Directive to include “binding targets” for infrastructure roll-out.

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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, Kurt Sjoberg, Harit Trivedi and Andrew Turner of EPPA works with the Committee.