

EU ISSUES UPDATE

DECEMBER 2021



OPPORTUNITIES FOR DIALOGUE

European Commission proposes to amend the ITS Directive

The European Commission has proposed to amend the 2010 Intelligent Transport Systems Directive in order to adapt it to the emergence of new road mobility options, mobility apps and connected and automated mobility. FIVA is concerned about the implementation of ITS for vehicles and infrastructure as it needs to ensure that historic vehicles can continue to be used on public roads even in a future transport environment where the majority of vehicles communicate with each other and with infrastructure for safety and mobility purposes. Consequently, FIVA's previous interventions in the debate resulted in the inclusion of a (non-binding) Recital in the 2010 Directive stating:

“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.”

This Recital remains unamended in the new proposal whose central elements are intended to allow the faster deployment of new, intelligent services, by proposing that certain crucial road, travel and traffic data is made available in digital format, such as speed limits, traffic circulation plans or roadworks, along the TEN-T network and ultimately covering the entire road network. It will also ensure that essential safety-related services are made available for drivers along the TEN-T network.

Action: FIVA will work to ensure that the Recital remains unchanged during the review of the proposal by the EU Council and European Parliament.

INFORMATION

Environmental lobby group questions value of e-fuels

The environmental lobby group Transport and the Environment (T&E) have published a study into emission performances of e-fuels. E-fuels are made from a mix of renewable hydrogen and atmospheric CO₂ and are being promoted as a possible solution to cut the carbon footprint of

new and existing vehicles – including historic vehicles. The T&E study tested emissions of nitrogen oxides (NOx), particulate matter (PM) and hydrocarbons, along with other pollutants such as methane, nitrous oxide and formaldehyde from a vehicle burning three types of fuels that are chemically identical to potential e-fuels. The study notes that PM emissions fell by 97% in the ‘worldwide harmonised light vehicles test cycles’ (WLTC), the industry standard emissions test, compared to the EU standard petrol mix, and by 82-87% in the ‘real driving emissions’ (RDE) test required under EU law. But it also found that for other major air pollutants, there was little difference between the e-fuel blends tested and conventional petrol: NOx emissions saw almost no change in either test, while ammonia and carbon monoxide emissions actually increased. Announcing the study, a T&E representative stated that: “Somehow there is this green myth that we have these green, magical fuels that somehow go beyond and above the basic laws of thermodynamics, and when they are burned they are clean. And these results have in a way busted that green myth, showing that this is not in fact the case.” T&E has acknowledged that e-fuels are “better for the climate than fossil fuels” but has stressed that they should not be seen as an alternative to electric vehicles for road transport.

Madrid LEZ exempts historic vehicles

In September 2021, the Madrid City Council approved the new “Sustainable Mobility Ordinance (OMS), Madrid 360” which includes an exemption for historic vehicles allowing them to circulate in all of Madrid including the Low Emission Zones and the Special Protection of Central District. Included in the package is also a provision allowing vehicles more than 50 years old broad parking freedoms.

In parallel, the Spanish Socialist Parliamentary Group has proposed an exemption for historic vehicles and vehicles more than 30 years of age allowing them the right to enter low or zero emission zones across Spain.

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The FIVA Legislation Commission members are: Lars Genild (Chairman), Sébastien Berthebaud, Giuseppe Dell'Aversano, Wolfgang Eckel, Carla Fiocchi, Peeter Henning, Johann König, Stanislav Minářik, Bob Owen, Bert Pronk, Kurt Sjoberg and Andrew Turner of EPPA works with the Committee.