

EU ISSUES UPDATE

JULY 2020



OPPORTUNITIES FOR DIALOGUE

European Commission indefinitely postpones publication of UVAR Guidance

In 2017, external consultants drafted a report for the European Commission offering recommendations for the implementation of Urban Vehicle Access Regulations (UVAR), which include Low Emission Zones (LEZ). The Report included the recommendation that historic vehicles be exempted from charging or vehicle bans imposed by LEZs.

The European Commission then decided it should draft its own formal Guidance (using the 2017 Report as a basis) to offer a template of best UVAR practice and provisions for city authorities and Governments with the objective that future UVARs could be based on a common approach in order to reduce the confusion of drivers who currently encounter different UVAR/LEZ conditions from city to city. The Guidance document was due to have been published before the end of the 2014-19 Commission's term was concluded. However, publication was delayed and the new Transport Commissioner has decided to postpone the publication and has given no indication when or even if, the Guidance will be published.

FIVA makes a submission to European Commission outline plan for *Sustainable and Smart Mobility*

The European Commission is expected to adopt later this year a Communication outlining its plans for Sustainable and Smart Mobility. It will be steered by the European Green Deal target to reduce transport-related greenhouse gas emissions by 90% by 2050 and promote measures to ensure that the EU transport sector is "fit for a clean, digital and modern economy". Its objectives include: increasing the uptake of zero-emission vehicles; making sustainable alternative solutions available to the public and businesses; supporting digitalisation and automation; and improving connectivity & access. FIVA submitted its views in advance of the publication of the Communication to note:

- The FIVA and EU legal definition of a historic vehicle

- The need to preserve our motoring heritage for future generations to enjoy
- The economic and social activity associated with the historic vehicle movement
- FIVA's concern that regulated measures to "to halve the use of 'conventionally fuelled' cars in urban transport by 2030 and to phase out their use entirely in cities by 2050; to move towards full application of *user pays* and *polluter pays* road pricing/taxing principles; and to move close to zero fatalities in road transport by 2050" as outlined by the 2011 Transport White Paper could stop the use of HVs as:
 - a ban on the use of conventionally-fuelled vehicles in cities (via UVAR/LEZs) would prevent city-dwelling historic vehicle owners from using their vehicles and prevent historic vehicles from entering cities.
 - The implementation of the "polluter pays" principle would deter historic vehicle use because owners would have to pay a disproportionately higher amount per km driven because HV emissions compare unfavourably to modern/electric cars.
 - The increased use of Intelligent Transport Systems for road safety may be dependent upon vehicle-to-vehicle and infrastructure-to-vehicle connectivity which might prevent the use of historic vehicles because of compatibility issues. Moreover, mandatory retrofitting of ITS to HVs might be technically impossible for many vehicles and might impact on authenticity and hence also the correct preservation of motoring heritage.
 - The preservation of our motoring heritage is dependent upon owners being able to use their vehicles on public roads. Without this freedom, motoring heritage will eventually be limited to a very small number of vehicles on display in museums.
 - Historic vehicles should therefore, where necessary, be treated as distinct from all other vehicles to allow for exemptions from use-restrictions and/or polluter-pays road charging so that city-dwelling historic vehicle owners do not have to sell/dispose of the heritage they have chosen to preserve and so historic vehicle use does not become prohibitively expensive. And historic vehicles must be able to continue to use public roads, and do so safely, even when vehicle-to-vehicle and infrastructure-to-vehicle connectivity are commonplace for road safety and traffic management purposes.

European Parliament rejects Environment Committee Resolution on Chromium Trioxide authorization

On 9 July, the European Parliament very narrowly voted to reject a Motion for a Resolution tabled by its Environment Committee which if adopted would have delayed further the

European Commission decision making process for the authorization for the continued use (within certain controlled circumstances) of Chromium Trioxide which is used in the chrome plating process. The Motion had been presented by 3 MEPs from the Green, the Social and Democrats and the Renew Europe political Groups; but a coalition of MEPs from all but the far left and Green Groups, who recognized that controlled authorization of the use of Chromium Trioxide does not present a threat to health or the environment, were just able to defeat the Motion.

INFORMATION

Environmental Groups reject car manufacturers' call to postpone emission limit changes

A coalition of environmental groups, including Transport & Environment and the European Environment Bureau, called on the European Commission to reject a call from the car manufacturers' trade association, ACEA, to postpone by 6 months the introduction of forthcoming vehicle emissions legislation because of the Covid-19 pandemic. ACEA has argued that the proposed postponement will have no impact on the emission level of the vehicles concerned or on air quality while the shutdown of production and sales due to Covid-19 had caused a significant build-up of stocks. The Environmental Groups have said that ACEA's call was "... another attempt to weaken the application of pollution norms for cars, vans and trucks...and would not be the appropriate answer to the current health and economic crisis and would stand in stark contradiction to the letter and spirit of the European Green Deal and its zero pollution ambition".

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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.