

EU ISSUES UPDATE

JUNE 2020



OPPORTUNITIES FOR DIALOGUE

European Parliament Historic Vehicle Group virtual meeting

On 25 June, the EPHVG held a virtual meeting to share views on the impact of Covid-19 on the historic vehicle movement. FIVA members gave presentations detailing a FBHVC survey undertaken in June which showed the impact on club activity and how clubs have been managing member communication and outreach; information on cancelled or postponed events and virtual events; FIVA member outreach and ANF charitably activity; and a German virtual fair run to replace a scheduled event. FIVA then reported on news reports of a pan-European survey showing increasing favourable consumer attitudes to Low Emission Zones as a consequence of the health crisis and noted that the European Commission Guidance on Urban vehicle Access regulations has still not been published. FIVA also reported that vehicle scrappage schemes are being implemented in some countries to assist the economic recovery, and that a consequence will be the loss of potential historic vehicles (see below for detail).

INFORMATION

Vehicle manufacturers call for more e-car infrastructure in EU recovery

European vehicle manufacturing trade association ACEA and a trade body representing electricity companies have complained that the EU's coronavirus recovery plan must aim to install twice the number of planned charging points saying that 2 million, rather than 1 million, are needed by 2030 and are urging that the 2014 Alternative Fuels Infrastructure Directive be amended accordingly. They have said the focus needs to be on infrastructure in urban areas and across key European and regional Trans-European Networks. In a separate development, the Environmental lobby group T & E has projected that electric cars are expected to reach price parity with conventional models in 2024, and annual sales of 5 million are expected by 2030.

Fuel producers look at climate neutrality

An oil company and refinery trade association is working on plans to realise climate neutrality through abandoning fossil fuels and switching entirely to the production of low-carbon liquid fuels (LCLF) over the coming three decades saying that *..In the most ambitious scenario, climate neutrality could be achieved for all remaining liquid fuel in road transport, with a 50% reduction in carbon intensity for EU's aviation and maritime sectors...* and with the objective to complement rather than compete with the electrification of road transport. In their announcement they note that LCLFs have the advantage of being energy dense, easy to store and suitable for use in existing vehicles and envisage *enabling technologies* in the pathway to zero emissions as *first generation biofuels, hydrogenation of vegetable oils/waste and residues, biomass-to-liquid (BTL), advanced biofuels and e-fuels, as well as carbon capture and storage (CCS) and clean hydrogen applied in refineries*. It adds that the first full commercial plants could be operational by 2025.

Survey in European cities shows increasing support for LEZ support

A survey undertaken in June on behalf of T & E and the European Public Health Alliance in 21 cities in Belgium, France, Germany, Italy, Spain and the UK to assess views on urban air quality has found that 64% said they do not want to return to pre-Covid 19 urban pollution levels, 68% of residents in metropolitan areas agreed that cities must “take effective measures” against air pollution (support was highest in Spanish, Italian and British cities), 63% of drivers across Europe indicated support for bans on polluting cars entering city centres, and 74% said that cities must take effective measures to protect citizens from air pollution even if this requires reallocating public space to walking, cycling and public transport. The findings are not necessarily surprising given the context of the survey, but is relevant as they have the ability to influence public policy and T & E has commented that the mayors of Paris, Brussels and London are *already building expanding cycling lanes and reinstating low-emission zones* and *...the challenge now is to make these ‘temporary’ sustainable measures permanent, replace polluting cars with shared, electric vehicles and get other cities to follow suit*.

Air quality targets will not be met

The European Commission has noted that at least half of EU Member States risk missing binding air quality targets for 2030. The Commission is concerned that most of the member States' plans to tackle five key air pollutants – nitrogen oxides, non-methane volatile organic compounds (NMVOCs), ammonia, small particulate matter (PM2.5) and sulphur dioxide (as provided by the National Emissions reduction Commitments Directive) are insufficient. Of the 20 national air pollution control programmes (NAPCP) so far assessed by the Commission, more than half are considered at “high risk” of missing the 2030 targets for at least one pollutant, with only seven member states set to comply with all targets. Accordingly, the Commission is calling on governments to show how they intend to tackle the shortfall by implementing more effective measures across sectors including agriculture, transport and energy. Two member states,

Romania and Greece, are facing legal action having failed to submit a draft NAPCP to the Commission. The findings are linked to figures showing CO₂ emissions from new vehicles continued to rise last year with the European Environment Agency revealing provisional figures showing that carbon dioxide emissions from new cars and vans rose in 2019, by 1.3%, for the third year in a row - attributing part of the rise to increasing sales of sport utility vehicles, which accounted for 38% of new car registrations.

Scrappage schemes return

A number of countries are proposing introducing car scrappage schemes to help the economic recovery needed as a consequence of the Covid-19 crisis. Spain has announced a €3.75bn recovery plan for the automotive industry which includes €250 for a scrappage bonuses for 2020 which will assist scrappage and replacement with e-vehicles but also cars and vans with emissions of up to 120gCO₂/km and 155gCO₂/km. A further €100m is allocated to promoting the purchase of electric and plug-in hybrid vehicles and gas-powered trucks. France and Germany are also implementing rescue schemes with France offering support of up to €12,000 per person for electric vehicles. The German plan also only offers direct support to electric vehicles.

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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.