



### Opportunities for engagement

#### European Chemical Agency recommends making lead subject to REACH authorisation before use

On 12 April, the European Chemical Agency (ECHA) recommended that the European Commission adds eight substances, including lead, to the REACH Authorisation List. This is not a final decision, but a recommendation that will be discussed by EU and member states officials working on registration, evaluation, authorisation and restriction of chemicals (REACH). If finally approved, for the substances added to the list, companies will need to apply for authorisation to continue using them. This would put lead in the same regulatory situation as Chromium whose use is subject to authorisation. The **use of lead for historic vehicles** is for repairing and restoring in an historically authentic manner things like bodywork, cooling systems and electric and electronic installations. [Link](#)

**FIVA will engage with REACH officials to defend the use of lead for the purpose of historic vehicle restoration; FIVA is working with other cultural institutions to defend the use of lead for heritage purposes.**

### Developments

#### 'Fit for 55': EU adopts emissions trading system to apply to fuel distributors

On 25 April, the EU Council adopted key laws of the 'Fit for 55' package, which sets the EU's policies to reduce its net greenhouse gas emissions by at least 55% by 2030 compared to 1990 levels. The passed laws include the EU Emissions Trading System (ETS), a carbon market based on a system of cap-and-trade of emissions allowances for energy-intensive industries. A new, separate emissions trading system for the buildings, **road transport** has been established. The new system will apply to **distributors that supply fuels** to the buildings and road transport sectors from 2027. A safeguard has been put in place whereby if the price of oil and gas are exceptionally high the new system will be postponed until 2028. This new scheme will increase fuel prices for fuel-suppliers which could be passed on end-users. The laws will now be signed by the Council and the Parliament and published in the EU's Official Journal before entering into force. [Link](#)

#### Euro 7: Swedish EU presidency wants to postpone Euro 7 to at least 2026

The Swedish presidency of the Council wants to delay the implementation date of the Euro 7 non-CO2 vehicle pollutant standards. The Council's position would give more time to carmakers to prepare for the introduction of pollutant standards applying to elements from nitrogen oxides to particulate matter and brake dust. The European Commission wants to impose the new targets for new cars starting in 2025 and new trucks from 2027. Under the presidency position, the industry would need to abide by the new targets two years after the legislation has come into force for cars, and three years after the implementation date for trucks. Because the final Euro 7 draft legislation is not expected to receive final approval before next spring, standards would not apply to cars any earlier than 2026.

#### European Parliament study on the potential of sustainable fuels in transport

On 31 March, the European Parliament's Structural and Cohesion Policy Department published a study on the potential of sustainable transport fuels. The study, carried out at the request of the Parliament's Transport Committee examines, among other things, the use in road transport, taking into account technological feasibility, availability of raw materials, sustainability of supply and resource and energy efficiency. [Link](#)

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The FIVA Legislation Commission members are: Lars Genild (Chairman), Giuseppe Dell'Aversano, Loïc Duval, Wolfgang Eckel, Michail Filippidis, Carla Fiocchi, Peeter Henning, Johann König, Stanislav Minářík, Bob Owen, Bert Pronk and Kurt Sjöberg. Gabriel Lecumberri from EPPA works with the Commission.