

Opportunities for Engagement

EU Roadworthiness Test Package – Parliament is advancing in its positioning

On 5 May, the [Transport Committee of the European Parliament adopted its position on periodic roadworthiness tests for vehicles](#). Led by MEP Gieseke (EPP, Germany), the position of the European Parliament Transport Committee is to keep the current flexibility in the frequency of testing for cars and vans older than ten years and oppose the proposal of the European Commission of an annual check, in line with FIVA's position.

In addition to that, the following amendment has also prospered: vehicles must be tested only against the technical requirements that applied when they were first registered, first put into service, or subsequently retrofitted, thereby avoiding the retroactive application of newer vehicle approval standards. For motorcycles, however, MEPs support mandatory checks for heavy motorcycles and electrically powered motorcycles. FIVA, along with FIM and FEMA, opposes mandatory EU-wide periodic technical inspections for motorcycles because some member states already have in place their own, less burdensome check systems, for example, based on roadside inspections, which have proven to be effective from a technical safety perspective.

Note: In any case, Historic Vehicles are protected because the proposal, on the basis of the EU definition of "vehicles of historical interest", already recognises the right of Member States to keep excluding historic vehicles from ordinary testing to which regular vehicles are subject. On this basis, member states can apply the requirements and periodicity they see appropriate for historic vehicles.

The file now moves to the European Parliament plenary, which is expected to vote later this month or in June.

FIVA continues to engage both on a national level and EU level. ANFs are invited to share [FIVA's position paper](#) throughout the legislative process, highlighting the importance of keeping a roadworthiness framework that guarantees both safety and the protection of our motoring heritage.

Also, as part of the Roadworthiness Package, [on 29 April the European Parliament plenary adopted its position](#) on the revision of the EU rules setting common requirements for vehicle registration documents. This covers digital vehicle certificates as a new main format and common requirements for vehicle registration documents overall. Member States still need to ensure the availability of physical documents in a user-friendly and accessible way.

EU Culture Compass – Legislation Commission starts meetings with MEPs in the Culture Committee

In April, FIVA's Legislation Commission started its round of outreach meetings with members of the Culture Committee of the European Parliament. The main topic for these meetings is the EU Culture Compass, proposed by the Commission in November, and which is the guiding political document for European culture policy this legislature. The Parliament is tasked with amendments to the Compass as well as with a Joint Declaration to be signed by the Council, the Commission, and the Parliament itself.

FIVA is advocating for an explicit recognition of motoring heritage in the EU Culture Compass and related documents. ANFs are invited to share [FIVA's position paper](#) on the Culture Committee with your national representatives in the EU institutions and your national governments.

Developments

Automotive package – European Parliament is aiming to conclude positioning by November

Work in the European Parliament on the Commission's automotive package is accelerating, with different parts of the package entering the committee stage, where the Rapporteurs have been assigned and started to draft the European Parliament's position. For all the different parts of the package the leading MEPs want to have an adopted position by the end of November. The files of the package are concerning CO₂-emission standards for new vehicles, the simplification of certain requirements as well as mandates for corporate vehicle fleets and as such do not have a direct impact on FIVA. As they are still decisive for the trajectory of the automotive industry in Europe and its future FIVA is still following it closely.

The FIVA Legislation Commission members are: Lars Genild (Chairman), Hans Andersson, Giuseppe Dell'Aversano, Wolfgang Eckel, Michail Filippidis, Peeter Henning, Johann König, Stanislav Minářik, and Bert Pronk. Gabriel Lecumberri and Felix Kubitschek of EPPA work with the Commission.