

Engagement

Industrial heritage in the EU – European Parliament Research Service recognises historic vehicles

In September 2026, the [European Parliament's Research Service published a report on industrial heritage in the EU](#), giving attention to both the immovable and movable dimensions of Europe's industrial heritage. The report **explicitly recognises the heritage value of historic vehicles**, noting that "historic vehicles bear witness to the know-how of successive generations and the transmission of craft and mechanical skills." It further highlights the role of cars as industrial heritage: "Cars are emblematic examples of movable industrial heritage, reflecting the technological innovation, design creativity and social transformation brought about by the automotive age." The report also refers to the **2025 Automotive Industrial Heritage Recognition Award granted jointly by FIVA and TICCIH to Autoworld Brussels**, underlining the contribution of vehicle collections and museums to the preservation of Europe's industrial heritage.

The explicit recognition of historic vehicles by the European Parliament as movable industrial heritage provides FIVA with a useful new reference for advocacy. It also creates an opportunity to connect FIVA's work more closely with the Culture Compass and wider EU cultural-heritage agenda, potentially including access to EU funding for preservation, skills transmission, museums, collections and related heritage activities.

Upcoming meeting with DG MOVE/European Commission – historic vehicles and urban mobility

On 13 October, FIVA will meet with the European Commission's Directorate-General for Mobility and Transport (DG MOVE) to discuss the treatment of historic vehicles in the context of urban mobility policies. The exchange will focus in particular on the impact of Low Emission Zones, access restrictions and differing local registration requirements on historic vehicle users, especially when travelling across borders. FIVA will underline that historic vehicles are preserved and used primarily for their cultural and historical value, rather than as everyday means of transport, and that this should be reflected in a proportionate regulatory approach. The meeting will also explore possible practical solutions to reduce administrative burdens, including greater mutual recognition of historic vehicle status and the potential use of the FIVA ID Card as a EU-level historic vehicle passport.

The meeting provides an opportunity to connect FIVA's cultural heritage arguments with the practical challenges created by urban mobility restrictions. A key objective will be to assess whether greater recognition of historic vehicle status at EU level could help reduce fragmented local requirements.

Developments

Packaging and Packaging Waste Regulation (PPWR) – possible impact on historic vehicle spare parts?

Since 12 August 2026, the [new EU Packaging and Packaging Waste Regulation \(PPWR\)](#) applies, introducing new requirements for businesses that manufacture, import or distribute packaging and packaged products in the EU. Among other requirements, businesses may be required to contribute to the costs of collecting and treating packaging waste under national Extended Producer Responsibility (EPR) systems. This may be relevant for the historic vehicle sector, particularly if small and specialist suppliers of rare spare parts are affected. Non-EU suppliers selling directly to EU customers, as well as EU suppliers selling directly across borders, may face registration, reporting, fee-payment and, where applicable, authorised-representative requirements in the Member State where the packaging is placed on the market. Although simplified reporting is available for producers placing less than 10 tonnes of packaging per year in a Member State, the Regulation does not create a single EU registration or fee system.

FIVA is monitoring the practical impact of the PPWR on the availability of historic vehicle spare parts. ANFs and members are invited to inform us of any concrete examples where suppliers have stopped or are considering stopping sales or EPR costs are creating disproportionate difficulties for low-volume specialist suppliers.

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