

## Opportunities for Engagement

### Roadworthiness Package – Vote in Transport Committee on 18 March; possible vote by Plenary on 27 April

On 18 March, the Transport Committee of the European Parliament will vote on the [report](#) put forward by MEP Jens Gieseke (EPP, DE) along with the [amendments](#) tabled by political groups. FIVA has urged MEPs to keep the current definition of historic vehicles, which is the basis for our regulatory protection at EU level; keep the current 2-year testing periodicity for used vehicles instead of the 1-year periodicity proposed by the Commission; oppose mandatory periodic technical inspections (PTIs) for Motorcycles. In relation to the PTIs for Motorcycles, FIVA supports maintaining the current flexible system based on national initiatives, rather than introducing compulsory testing that may not demonstrably improve road safety while introducing unnecessary burdens for motorcycle users. **FIVA is organising joint advocacy activities with FIM and FEMA.**

**FIVA continues to engage both on a national level and in Brussels. 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.**

## Developments

### End-of-Life Vehicles (ELV) Regulation: final compromise endorsed – historic vehicles safeguarded, pending formal approval and publication

On 26 February, the EU Council's Committee of Permanent Representatives (Coreper) and the European Parliament's Committees on Environment (ENVI) and Internal Market (IMCO) [endorsed the political agreement reached on the Regulation on the management of end-of-life vehicles \(ELV\)](#). The endorsement confirms that the co-legislators have reached a final compromise text at technical and political level. As both institutions have already endorsed the compromise, adoption and publication is expected without further changes. EU legislators have exempted historic vehicles from the scope of the Regulation: **"In order to preserve Europe's cultural heritage, vehicles of historical interest should be excluded from the scope of this Regulation and should not be subject to the obligations related to ownership transfer, export, or end-of-life requirements.** Similarly, vehicles, which are recognised by a Member State as having special cultural interest should be excluded from scope", the Regulation reads. Vehicles of historical interest are defined by reference to the Roadworthiness Testing Directive, as supported by FIVA. In addition to that, parts and components required for the maintenance of historic vehicles will also benefit from the ELV exclusion, which should facilitate our restoration activities by protecting the trade and handling of parts.

While historic vehicles are exempted, vehicle owners will still need to fulfil with administrative obligations under the new ELV, although some of them may already be applying in several EU countries. In particular, vehicles that genuinely reach the end-of-life stage must be delivered to authorised collection points or treatment facilities. The criteria for a vehicle to be considered ELV is established in Annex I, Part A (e.g., a vehicle been declared a total technical loss by an insurance company) and Part B (e.g., vehicles that are abandoned, cannot be properly identified, or are not adequately protected). Owners of historic vehicles should remain attentive to these criteria, as vehicles falling under such conditions have potentially the risk of being ELV unless their historic vehicle status can be demonstrated.

**On the basis of the compromise text currently agreed, we urge EU legislators to take the final steps to formally adopt the new ELV Regulation. FIVA considers that the text in its current form provides an appropriate framework for historic vehicles within the regulation.**

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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.