



### Opportunities for engagement

#### European Parliament Historic Vehicle Group – in-person meetings resumed

On 26 January, the European Parliament Historic Vehicle Group held its first in-person meeting after the pandemic. FIVA had the opportunity to resume discussions on the historic vehicle movement with high-level members of the European Commission and Parliament. Further details on the meeting will follow.

#### Euro 7 – Discussions by EU legislators on emission standards for new vehicles proceeding at different speeds

On 10 November, the European Commission presented a proposal for reviewed emission standards for new motor vehicles (Euro 7) on pollutants such as nitrogen oxides (NOx) and carbon monoxide (CO). While the EU Council Presidency is aiming for a general position by June, European Parliament MEP Alexandr Vondra responsible for the file in the Environment Committee, foresees a vote in autumn. Negotiations could then only begin at the end of the year. Although current historic vehicles are not directly covered by the new Euro 7, this could indirectly contribute to tougher Low Emission Zones rules negatively impacting historic vehicles.

**FIVA will engage with the European Parliament to aim at mitigating any impacts on historic vehicles.**

### Developments

#### Swedish Presidency to conclude all "Fit for 55" dossiers by the end of June

On 1 January 2023, Sweden took over the EU Presidency from the Czech Republic. Prime Minister Ulf Kristersson announced that his government aims to conclude all dossiers of the "Fit for 55" package currently under negotiation. Two legislative proposals of importance to mobility are being negotiated: the Alternative Fuels Infrastructure Regulation and the Renewable Energies Directive. [Link](#)

#### Emissions Trading System – Private transport would not be affected until 2029

The EU Council and the Parliament have reached an agreement on reforming the EU's emissions trading system (ETS). ETS is the main tool for addressing emissions, covering about 40% of the EU's total CO2 emissions. It is a "cap-and-trade" scheme which currently covers energy-intensive industries. The Commission proposed that a separate ETS ("ETS II") for fuel for road transport and buildings would be established by 2026. This new scheme would increase fuel prices for fuel-supplier which could be passed on end-users. Private transport would not be included in ETS II until 2029, after a thorough assessment by the Commission, followed by a new legislative proposal. [Link](#)

#### Report on the European vehicle fleet – vehicle registrations at lowest level since 1993

The European Automobile Manufacturers Association (ACEA) has published a report on passenger car registrations and an analysis of the existing European fleet. The passenger car market in the European Union shrank by 4.6 percent in 2022. Only 9.3 million vehicles were registered. Other data show that the average age of cars in the EU is 12 years. [Link](#)

#### Batteries – new rules on companies placing batteries on the EU market

The agreed rules will cover the entire battery life cycle, from design to end-of-life and apply to all types of batteries sold in the EU including SLI batteries (supplying power for starting, lighting or ignition of vehicles), light means of transport batteries (providing power to electric scooters and bikes) and electric vehicle batteries. [Link](#)

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