



Opportunities for engagement

Review of the Roadworthiness Testing Directive - targeted surveys expected soon

The recently finalised public consultation on the review of the Roadworthiness Testing Directive will be followed by a targeted consultation including surveys, which will take place in the next few months. FIVA engaged in the Consultation period (06 July 2022 - 28 September 2022) by submitting its contribution, which has been received by Commission officials. This targeted consultation (surveys and/or interviews) of selected stakeholders is organised in two streams: one focusing on the evaluation of the current Roadworthiness Package; and one looking into the newly identified policy options. The Commission proposal is expected in Q3 2023. [Link](#) to the initiative.

FIVA will participate in the targeted consultation of selected stakeholders to defend the necessity of keeping the definition of a “vehicle of historic interest” as laid down in the current RWT Directive.

Developments

New rules on Air quality – Commission proposal published

The proposed revision would set interim 2030 EU air quality standards, aligned more closely with WHO guidelines, while putting the EU on a trajectory to achieve zero pollution for air at the latest by 2050. The annual limit value for the main pollutant - fine particulate matter (PM_{2.5}) - is proposed to be reduced by more than half in 2030. As it happens with the current Directives, the proposal would leave it to national and local authorities to determine the specific measures to meet the standards. Therefore, there is no EU-wide guidance on general minimum requirements for Low Emissions Zones (LEZs). The Commission has announced it will launch a **dedicated study in 2023**, which will map which solutions would be available to enable more effective and user-friendly urban vehicles access restriction schemes (UVARs), including low emission zones (LEZ). In its indicative list of air pollution abatement measures, it refers to “measures to limit transport emissions [...], including low emission zones)”. [Link](#) to the proposal.

FIVA needs to recommend exempting HV from LEZs due to their marginal use and their significance as part of our cultural heritage while conveying to the Commission the need for harmonised guidelines.

Intelligent Transport Systems Directive – legislative procedure advances as TRAN Committee adopts report

On 26 October, the Transport Committee (TRAN) adopted its report on Intelligent Transport Systems (ITS). The revision of Directive 2010/40/EU is aimed at increasing the deployment of ITS services to improve road transport systems. This is relevant for FIVA because the current Directive includes an exemption for historic vehicles under Recital 10: “Vehicles which are operated mainly for their historical interest [...] should not be affected by the rules and procedures laid down in this Directive.” TRAN MEPs support the extension of multimodal information services, communication between vehicles and infrastructure as well as autonomous mobility. There is also a call for more digital road and traffic data via a suitable user interface. This includes data on alternative fuel infrastructures, accidents, or poor road conditions. The TRAN Committee position must be confirmed by the EP plenary (9 Nov), after which trilogue negotiations with the Council and the Commission can begin. [Link](#) to the report.

FIVA needs to keep the exemption for historic vehicles which may be used in any future discussions about the impact of ITS on historical vehicle use.

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