



Opportunities for engagement

End of Life Vehicles (ELV) – Parliament to push back Commission’s proposal to next mandate

On 12 October, MEP Jens Gieseke (EPP, Germany), the European Parliament’s lead negotiator for the ELV proposal, communicated that Parliament “will not deal with this legislatively during this mandate”, adding that the Commission presented its proposal “too late” to pass the law in this legislature. The current legislature (2019-2024) ends in June 2024, when the EU elections will be held. The [Commission is proposing](#) measures to enhance the circularity of the automotive sector, covering the design, production and ELV treatment of vehicles. The Commission’s proposal exempts Historic Vehicles from new obligations in the upcoming Regulation, introducing the Historic Vehicle definition as provided by the Roadworthiness Directive 2014/45/EU. Nevertheless, the proposal has still a great margin for improvement to ensure an integral regulatory protection of Historic Vehicles, mainly by: **better protecting the restoration activities of used vehicles; avoiding a disproportionate enforcement of waste legislations** by national authorities against the vehicle owner’s rights; and allowing **the legitimate sale, export and import of Historic Vehicles and their parts.**

FIVA defends the integral regulatory protection of Historic Vehicles in the framework of the upcoming ELV Regulation. FIVA will share its position paper and engage with MEPs, EU Council and the Commission considering the new timelines proposed by the Parliament.

Developments

Chromium – ECHA to prepare restriction proposal, but impact on Historic Vehicles remains to be seen

On 11 October, the European Chemicals Agency (ECHA) [received a mandate](#) from the European Commission to prepare a report for possible restriction of certain chromium (VI) substances. The ECHA report (deadline 4 October 2024) may recommend the European Commission restricting the uses of chromium, including for Historic Vehicles plating, although the scope of these restrictions remains to be seen. FIVA defends a specific solution for the use of chromium trioxide for plating in Historic Vehicles legacy parts given the lack of alternatives.

Euro7 – European Parliament ENVI committee adopts report

On 12 October, the [Environment Committee \(responsible\) approved the Euro 7](#) report by MEP Alexandr Vondra (ECR, Czechia) with 52 votes in favour, 32 against, and one abstention. The report includes delaying the timeline proposed by the Commission for new car pollutant rules by at least two years and lowering the exhaust emission limits for cars. The plenary vote is set for 8 November. Although current Historic Vehicles are not covered by the new Euro 7, this could indirectly contribute to tougher Low Emission Zones rules which might negatively impact Historic Vehicles.

RED3 – Council adopts Renewable Energy Directive

On 3 October, the [Council adopted](#) the new Renewable Energy Directive, aiming to increase the EU’s renewable energy consumption to 42.5% by 2030. In the transport sector, Member States can choose either: a binding share of at least 29% renewables in the final energy consumption by 2030; or a binding target to reduce greenhouse gas intensity by 14.5% by 2030. The Directive sets a binding sub-target of 5.5% for advanced biofuels and non-biological renewable fuels, including a minimum 1% requirement for non-biological renewable fuels by 2030. RED 3 is part the ‘Fit for 55’ package, which aims at significantly reducing the EU reliance on fossil fuels as a source of greenhouse gas emissions. Member states have 18 months to transpose these rules into national legislation.

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