

EU ISSUES UPDATE

OCTOBER 2017



OPPORTUNITIES FOR DIALOGUE

FIVA contributes to Motor Insurance consultation

In October, FIVA contributed to a consultation on the review of the Motor Insurance Directive which has been instigated by the European Commission as a consequence of the ECJ Ruling on the “Vnuk” case which has interpreted the Directive in such a way that it would make it compulsory for all persons using any form of motorised transport to have unlimited third-party insurance – including all participants in all forms of motorsport. Some ANFs were concerned that the ruling would create a negative impact on premiums or the availability of cover at any premium and so place in jeopardy the viability of motorsport events. In its response FIVA noted that:

- a specialist, mature and well-functioning market exists for the insurance of Historic Vehicles.
- The Motor Insurance Directive provides important regulation for European road traffic, but it was not designed to regulate motorsport.
- the scope of the Directive should be explicitly limited to accidents caused by motor vehicles in the context of traffic as this action.

MEP poses to the European Commission question on Low Emission Zones

Earlier in the year, German MEP Alex Voss tabled a question to the European Commission noting that:

- in many of the Member States there are now, in addition to vignettes, eco-stickers and emissions stickers to regulate vehicle access to different low-emission zones
- for EU citizens travelling within the EU, this means a considerable administrative burden and in practical terms leads to problems of windscreen space for cars when vignettes are also used
- The common emissions standards in the EU mean that comparability for cars within the EU should not be a problem.

His question was: “Is the Commission planning to put forward proposals for a common system of eco-stickers or rules for the mutual recognition of eco-stickers throughout the EU? If not, why not, and what alternatives does it envisage?”

The Transport Commissioner, Ms Bulc, answered his question in October stating that: “The Commission has launched a detailed study on access regulations, including for low emission zones, which will also identify best practices. The results should be published in the autumn of 2017. The study shows that there are different ways in which low emission zones can be enforced, beyond using manual stickers, for example through technological solutions. Further Commission activities to be deployed in 2018 will build on the outcome of this study, of course taking into account subsidiarity principles. The Commission's primary role remains to facilitate exchange of information and of good practices, supporting cross-border cooperation, the harmonisation of practices, and the interoperability of intelligent transport systems.” Please see August-September EU issue Update for more information on the Study.

INFORMATION

European Automobile Manufacturers Association (ACEA) details the vehicle park

ACEA has published data showing that of the 252 million cars in the EU:

- The average age of cars is 10.7 years - cars tend to be older in less wealthy eastern Member States, with the average Lithuanian car being 16.7 years old, compared with 6.2 years in Luxembourg
- 40% are diesel; 0.1% of cars are fully electric; 0.4% are hybrids and 2.2% run on LPG or natural gas. The majority, 55.7% run on petrol; almost 66% of cars in France are diesel, compared with 4.9% in Greece
- The average age of light commercial vehicles is also 10.7 years, although of the over 30 million vans on the EU's roads a far larger proportion - 87.8% - are diesel powered. Europe's road transport mix is completed by 7 million medium and heavy commercial vehicles, of which over 95% are running on diesel.

ACEA has also called for the lifecycle emissions of a vehicle – i.e. including CO² generated during manufacture – to be included in emission calculations when setting future vehicle emission limits.

Electric vehicle carbon footprint is always less than diesel

A study undertaken for environmental lobby group Transport & Environment (T&E) has found that the lifetime CO² emissions from an electric vehicle are lower than those of a conventional diesel model even when its batteries are charged using the 'dirtiest' electricity in Europe. The calculation included pollution arising from the manufacture of the vehicle and battery and showed that in Poland, where over three-quarters of electricity is generated by burning coal, the lifetime carbon footprint of an electric vehicle would be 25% less than that of a diesel. In Sweden, which gets two-thirds of its power from renewables sources, emissions for an electric vehicle would be 85% less, the report finds.

Slovenia plans to phase out internal combustion engine cars by 2030

The Slovenian Government has announced that after 2030, cars running on petrol or diesel will no longer be eligible for first-time registration and that from 2025 first registration will only be possible for cars and light freight vehicles which emit less than 100 g of CO² per kilometre according to the manufacturer's declaration. The Government expects these measures to promote an increase in the number of electric vehicles, hybrid vehicles, and lower emission fossil fueled vehicles.

New research details London pollution

Research has shown that Particulate 2.5 levels across Greater London exceed the World Health Organisation guidelines by 50% or more and that in central London the average annual levels of PM2.5 are almost double WHO guideline limits of 10 µg/m³. The Mayor of London has put in place a new "Toxicity Charge" (T-Charge) in central London which requires pre-Euro 4 vehicles to pay a £10 (€11) daily charge. However, the mayor has also announced a number of policy initiatives to reduce emissions from construction machinery and wood-burning stoves.

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The FIVA Legislation Commission members are: Tidde Bresters (Chairman), Wolfgang Eckel, Peter Edqvist, Carla Fiocchi, Lars Genild, Adalberto Gueli, Alain Guillaume, Peeter Henning, Johann König, Stanislav Minářík, Bob Owen, Christos Petridis and Andrew Turner of EPPA works with the Committee.