

EU ISSUES UPDATE

NOVEMBER 2017



OPPORTUNITIES FOR DIALOGUE

European Parliament Historic Vehicle Group meeting

On 8 November, the European Parliament Historic Vehicle Group met in Brussels when the main items on the agenda were:

- The Urban Vehicle Access Regulations (UVARs) study: Bernd Lange, the Chair of the Group, explained and welcomed the positive recommendations for historic vehicles in the study (Please see September EU issues update).
- Proposed amendment to the Directive 1999/62/EC on the charging of heavy goods vehicles for use of certain infrastructures (please see October EU issues update): the assistant to the MEP appointed as the Rapporteur to draft the Transport Committee Report on the dossier gave an overview the Rapporteur's position on the text. FIVA then explained the concerns the historic vehicle movement has with provisions of the proposal allowing road pricing for passenger cars - specifically that road pricing schemes under the "polluter pays" principle present potential problems for the historic vehicle movement as pricing based on emissions of vehicles and using Intelligent Transport Systems may not be technically possible for some vehicles, and if they are technically possible, they may have an unfair and disproportionately negative cost impact and so lead to reduced use and hence the loss of motoring heritage. FIVA then presented possible amendments for the rapporteur to consider for her report which call for special consideration to be given to historic vehicles in legislation where appropriate.
- The Greek regulatory development: FIVA explained a recent Greek Ministerial Decision which has had the effect that vehicles with "historic" number plates may only be driven during official events – i.e. they may not be driven on the road to get to the venue of the event nor be used for maintenance or test driving – and so will have to be put on transporters to be used to get to events of garages. The Group agreed to try to help to resolve the matter given that there is an EU /free movement dimension to the issue.
- Bernd Lange proposed that the Group draft a paper to explain and promote the role of historic vehicles in 2030/the future – it should explain/define historic vehicles; explain the

benefits of the historic vehicle movement – both cultural and economic; explain that regulation of historic vehicles in a fast-changing mobility environment should be proportionate – i.e. special consideration should be given in legislation where appropriate; and explain the Group’s view of historic vehicles on the roads of the future. When finalized the paper will be presented at a formal event hosted by the Group to an invited audience.

INFORMATION

European Commission proposes emission targets to transition to low/zero emission vehicles

In November, the Commission announced a series of proposals for new emission targets which include:

- New CO² standards for new cars and vans: the average CO² emissions will have to be 30% lower in 2030 compared to 2021
- A Clean Vehicles Directive to promote clean mobility solutions in public procurement tenders
- An action plan and investment solutions for the trans-European deployment of alternative fuels’ infrastructure to increase the level of ambition of national plans, to increase investment, and improve consumer acceptance
- A battery initiative to ensure that the vehicles and other future mobility solutions - and their components - will be invented and produced in the Europe.

Difference between official and real-world car emissions remains large

The International Council on Clean Transportation (ICCT) has reported that the difference between the real CO² emissions of cars and those reported to regulators by the manufacturers has more than doubled to 42% since 2010. New type approval rules that came into force in September are designed to reduce the difference through the use of the Worldwide Harmonized Light Vehicles Test Procedure, but environmental lobby groups including ICCT and Transport and the Environment want on-road testing of CO² emissions as is required for NO_x and are also calling for a 45% cut in new car emissions between 2020-30 and a mandatory target for zero-emissions vehicles. In parallel, the European Consumers’ group is calling for more choice in the electric vehicle market, particularly action to ensure that they can be cheaper than fossil-fuelled cars.

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