

EU ISSUES UPDATE

APRIL 2017



OPPORTUNITIES FOR DIALOGUE

MEP calls for 25% EV target for 2025

Bas Eickhout, the Dutch Green Group MEP tasked with writing the European Parliament's Transport Committee Report on the Low Emission Mobility Strategy (see July 2016 EU issues update) has called on the European Commission to:

- Ensure that clear price signals reflecting the “polluter-pays” and “user-pays” principles are established to ensure fairness across the transport modes
- Ensure that standards for interoperable road tolling should include distance-based charging based on a differentiation of CO2 emissions and wants the principle to apply to cars and vans (currently they only apply to trucks) and be applied in urban areas
- Adopt a target to ensure at least a quarter of all vehicles sold by EU manufacturers run on electricity by 2025
- Set CO2 limits for both cars and vans at 70 g/km by 2025 and 50 g/km by 2030.

Mr Eickhout also described aviation as the transport mode “furthest away from internalising its external costs” and suggested tackling emissions by taxing kerosene fuels and tickets purchased by air passengers.

Action: FIVA is encouraging other members of the Committee to table an amendment stating that any legislation derived from or related to the Low-Emission Mobility Strategy take into consideration any potentially negative effects on the use of historic vehicles and provide provisions so that historic vehicle use is not disproportionately and unnecessarily impacted by legislation in order to preserve motoring heritage.

INFORMATION

Parliament rejects EU vehicle surveillance agency

The European Parliament report on the diesel emissions scandal has approved tighter controls on vehicle emissions and safety but has not supported the establishment of European Vehicle Surveillance Agency on the grounds that it would add more bureaucracy and would delay the entry-into-force of this new system for several years. The EP position calls for fines of up to €30,000 when a manufacturer is found to have cheated in emissions or other vehicle tests; requires EU countries to test at least 20% of car models placed on the market in their country;

calls for drafting of air quality and emissions legislation to be managed by one directorate in the European Commission; and for car buyers affected by the Diesegate scandal to be compensated.

London Ultra-Low Emission Zone

The Mayor of London has announced the introduction of the Ultra-Low Emission Zone which if implemented would mean that from April 2019 petrol vehicles that do not meet Euro 4 standards (more than 13 years old in 2019) and diesel vehicles that do not meet Euro 6 standards (more than 4 years old) will have to pay a ULEZ daily fee (£12.50 for cars, vans and motorbikes; £100 for buses, coaches and HGVs) to drive at any time in the zone. The total cost, with the congestion charge added (during the times of day it is applicable), for motorists with non-compliant cars will be £24 a day. The Mayor also intends to ensure that the London authority will only buy hybrid, electric or hydrogen buses. All new taxis will need to be zero emission capable from next year and new private hire vehicles will need to follow suit from 2020.

Study supports emissions-based tolls for lorries

A new study commissioned by environmental lobby group Transport & Environment (T&E), has concluded that road tolls based on distance and CO2 emissions would reduce the environmental impact of haulage in Europe. The report found that 20% of heavy goods vehicles on Europe's roads are driven empty, while in some countries the average load when carrying goods is as low as 58%. Consequently, T and E are calling on the European Commission to use the forthcoming reform of the existing eurovignette legislation on road tolls to base charges on distance and emissions. Most of the EU countries which apply tolls use distance-based charging only.

Car CO2 reform

The European Commission is considering changing the CO2 emission system so that from 2021 heavier cars may no longer benefit from higher CO2 limits than their lighter counterparts. It is considering to instead use a footprint approach, which would set higher limits for cars with a larger area between their four wheels – or it may set no parameter at all. This could mean that all cars would face the same limit regardless of weight or size. T and E supported the “footprint” proposal, while the European carmaker association favours the current system.

Transport Commissioner speech about connected and automated vehicles

Transport Commissioner Violeta Bulc has given a speech about the expectations and challenges presented by the development of connected and automated vehicles. She first noted that 26,000 people are still killed on roads every year and 135,000 are seriously injured; that transport is responsible for a quarter of the EU's greenhouse gas emissions and road transport contributes more than 70 percent to these emissions; and that congestion costs the EU 1 billion euro per day (which is roughly 1 percent of its GDP). She then went on to say that:

- Digital technologies are the main driver of the transformation, changing every aspect of mobility: how journeys are booked, the value of transport assets and the perception of travel time, employment conditions or the management of traffic flows
- Europe must lead and shape the transformation – and do so by seeking collaboration at all levels, starting with the global level (G7 and the UNECE) to drive standardisation and create a regulatory framework for connected and automated mobility

- There needs to be a move away from a car-centric, capacity driven mobility system to a demand driven, multimodal, fully integrated mobility system that puts people and the environment at its centre
- Retrofitting of non-automated cars will be necessary for automated and non-automated vehicles to coexist
- New infrastructure will be needed to bridge the transition towards a fully automated fleet – physical infrastructure (roads, railway tracks, traffic lights, cars etc) will increasingly be transformed through the use of data, through new services, applications and networks of networks: but the focus must be on open access to data and standardised interfaces, to boost innovation and avoid the creation of monopolies.

She concluded by stressing that connected and automated vehicles will lead to safer, more efficient and sustainable mobility if they are integrated within the overall mobility system and will also help ensure the electrification of transport.

EU clean car procurement targets

Industry and environmental groups have backed a change to the Clean Vehicles Directive following a review which found that it is not having the intended impact. The Directive requires public contractors to account for the full-lifecycle environmental costs of all the vehicles they buy – but because of the focus on fuel consumption in monetising the environmental impacts of vehicles, it tends to favour fuel-efficient diesel vehicles over electric vehicles. Any future changes are likely give priority to all-electric vehicles with zero tailpipe emissions, although an alternative approach may be necessary for heavy-duty vehicles as battery technology is less advanced.

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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.