

## EU ISSUES UPDATE

APRIL 2018



### INFORMATION

#### **The Member State Expert Group on Urban Mobility meeting results**

The Member State Expert Group on Urban Mobility (EGUM) was recently established by the European Commission to facilitate the exchange of information and the cooperation on urban mobility issues between Member States and the European Commission to enhance coherence of actions taken at Member States and EU level – particularly in light of the independent actions being taken at the local level resulting in divergent actions across the EU, and even within countries, to solve urban transport problems. The Group, which is comprised of Member State representatives, met on 12 - 13 April when the European Commissions' DG MOVE:

- Provided an update on the EC policy framework, its related actions and recent developments and explained that since January 2016 there have been a growing number of questions and complaints from European citizens, businesses and MEPs about the increasingly divergent systems being implemented by towns, cities and regions.
- Explained that following the publication of the Urban Vehicle Access Regulation (UVAR) study in September 2017 (which recommends that historic vehicles be exempted from low emission zones), it is now in the process of carrying out an intensified dialogue with stakeholders on different policy levels – with the EGUM being seen as one of the key stakeholders.
- Explained that the UVAR study is consistent with other EU-initiatives such as the Partnership on Urban Mobility under the Urban Agenda, the European electronic toll service (EETS) and the Air Quality Directive.
- Detailed possible next steps under consideration including 1. Supporting exchanges of best practices and information, 2. Making information available to drivers (including making accurate real time traffic information and data by cities available to users and app developers) and 3. Supporting the development of a more European-wide common approach.

Presentations were then given on three different perspectives on UVAR:

- The national perspective: the Germany representative mentioned that there is a Memorandum on the mutual recognition of low emission stickers between Germany and the Czech Republic.
- The city perspective: a city of London representative highlighted the combination of a Congestion charging scheme with that of a Low Emission Zone which has reduced the number of vehicles entering per day and helped reduce PM emissions.
- The user/driver perspective: FIA stressed that it receives many complaints from members about the lack of UVAR commonality in Europe.

In the ensuing discussion, DG MOVE informed about the ongoing review process of the EETS Directive where parts relating to interchange of toll offenders and cross border enforcement are relevant as some MEPs want to extend the scope to cities. One Member State mentioned that one of its cities has decided to implement the German Eco-vignette system. DG ENV reminded about the context of improving air quality and underlined that a link should be made to the discussion about Sustainable Urban Mobility Planning and also to the mandatory air quality plans for cities. The discussion concluded with an agreement that the EGUM would support the Commission to develop a Guidance document based on the UVAR study.

### **The member states support the plan to improve car emissions tests**

Member States have recently voted to support European Commission's proposals to strengthen car emissions testing which have been developed as a consequence of the dieseldgate scandal. A new monitoring regime is already in place, and the new agreement aims to reduce margins of technical uncertainty in Real Driving Emission (RDE) testing, increase emissions' checks of cars already in circulation and allow for the testing of new car models by independent auditors through accredited labs and technical services. It also aims to improve the *World Harmonised Light Vehicle Test* procedure by eliminating test flexibilities and introducing on-board fuel and energy consumption monitoring devices, thereby allowing for the first time to compare laboratory results for CO<sub>2</sub> emissions with the average real driving situation. The agreement still requires formal approval by the Council and the European Parliament and, once given, will come into effect on 1 January 2019. The environmental lobby Group Transport and the Environment has noted its concern that the agreement does not allow independent third parties to test vehicles' on-road air pollution after they have been sold.

### **CO<sub>2</sub> emission from new cars has risen for the first time in a decade**

The European Environment Agency (EEA) has reported that the average CO<sub>2</sub> emissions from new cars sold in the EU in 2017 increased for the first time in 10 years. Average emission were 118.5g CO<sub>2</sub>/km, an increase of 0.4g/km compared to 2016, whereas since 2010 when monitoring started, emissions have decreased by 22g CO<sub>2</sub>/km (16%). This increase was recorded in 17 of the 28 EU Member States, including major markets such as the UK, France, Spain and Germany. The data also shows that sales of new cars increased by 3% in 2017 compared to 2016, but for time petrol cars became the most sold vehicles, with 53% of total sales against 45% of diesel. Diesel sales declined in all EU countries, except for Italy (+0.6%) and Denmark (+6.9%), according to the data. The agency also noted that, while the average fuel efficiency of petrol cars has remained

constant (121.6g CO<sub>2</sub>/km), that of diesel cars has worsened (117.9g CO<sub>2</sub>/km in 2017 compared to 116.8g CO<sub>2</sub>/km in 2016). At the same time, sales of plug-in hybrids and battery-electric vehicles increased by 42%, but their market share remains low, at 1.5%, according to the figures.

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