

## EU ISSUES UPDATE

DECEMBER 2016



### OPPORTUNITIES FOR DIALOGUE

#### **European Parliament Historic Vehicle Group meeting**

The European Parliament Historic Vehicle Group met on 7 December. The European Commission's recently published Low Emission Mobility Strategy was the main item on the agenda as the Socialist Group Transport Committee shadow rapporteur, Karoline Graswander-Hainz, attended to hear the Groups' views on the issue. Mrs Graswander-Hainz gave a detailed explanation of the content of the strategy and its objective (which are to improve air quality, reduce noise levels, lower congestion and improve safety) after which FIVA:

- explained that sections of the strategy are relevant to the historic vehicle movement notably as the polluter pays principle, which is expected to increasingly steer road tolling and LEZ policy, would have a negative impact on the movement as it could deter the use of historic vehicles which would lead to a loss of motoring heritage
- noted that this would be a very unwelcome and disproportionate consequence of the policy
- noted that it is therefore appropriate to treat historic vehicles as distinct from and different to all other vehicles in these policy discussions and for exemptions/specific conditions to be applied
- noted that this would also resolve a further concern presented by the increasing use of ITS for charging/payment systems and traffic control in general
- requested that the EP include a statement to this effect in its report on the Strategy.

Many Group members participated in the ensuing discussing, with all supporting FIVA's views.

Action: FIVA will urge Karoline Graswander-Hainz and the rapporteur, Dutch Green MEP Bas Eickhout and Christian Democrat Group shadow rapporteur Massimiliano Salini, to propose to the Transport Committee to include in its report a paragraph that:

- notes the importance of preserving motoring heritage
- notes the need to avoid potentially negative effects on the use and the preservation of historic vehicles arising from the implementation of the strategy
- therefore calls for historic vehicles to always be recognised as distinct from and different to all other vehicles and hence merit positive consideration and treatment.

## **INFORMATION**

### **EU transport policy needs ‘systemic change’ to be green**

The European Environment Agency (EEA) has stated in a report that EU transport policy needs to force a major shift to vehicles and railways powered by alternatives fuels (i.e. electricity rather than fossil fuels) and pursue actions to reduce demand for transport in order for the EU to meet its long-term decarbonisation goals. The report found that current transport policies would not deliver the European Commission’s 2011 Transport White Paper objectives (specifically, cutting greenhouse gases by 20% by 2030 and by at least 60% by 2050) and that key barriers to success are the slow decision-making process of EU institutions, industry interests and subsidies that support environmental harm, such as lower taxation for diesel fuels. The report also:

- notes that relying on reducing CO<sub>2</sub> and air pollutant emissions from road transport alone would fail to achieve decarbonisation goals
- proposes moving passengers from road to rail, on the grounds that it could cut related greenhouse gas emissions by between 2% and 14%.
- proposes adopting practices such as remote working and higher taxes for environmentally damaging modes of transport which could help tackle air quality and noise concerns in a cost-effective manner.

### **European Parliament tighter EU control can prevent “dieseldate” repeat**

The European Parliament has called on the European Commission to tighten car sale approval controls in order to avoid another *dieseldate* situation. A report by the Parliament’s Committee on Emission Measurements in the Automotive Sector states that it believes that both the Commission and the member states were aware that car manufacturers were using illegal practices to mask real emissions levels before the Volkswagen scandal emerged, and concluded that that the new on-road tests will only reduce, not end, the possible future use of emissions ‘cheat’ devices. The document is only advisory but claims that at least Germany, France, Italy and Luxembourg knew that carmakers were exploiting the outdated emissions laboratory test and found that the Commission was made aware of and discussed potential irregularities but it did not investigate them nor request any further information from member states. It therefore goes on to say that only a “drastic strengthening” of car surveillance at EU level is necessary and that the Commission should be given EU-wide powers to retest approved vehicles and impose fines in cases of non-compliance.

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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.