

EU ISSUES UPDATE

FEBRUARY 2017



INFORMATION

London to charge older polluting vehicles more

The Mayor of London has announced that from 23 October of this year, vehicles which do not meet Euro 4 standards (mainly pre 2006 diesel and petrol cars) will have to pay an additional £10 to drive in central London making it the strictest emission standard of any city in the world. It will be called the T-charge (also known as the Emissions Surcharge) and will be in addition to the Congestion Charge which already operates from Monday to Friday 7am-6pm – and will mean that owners of affected vehicles will have to pay £21.50 to drive in the zone. The measure is being implemented to reduce London's air pollution which is calculated to cause 9,000 premature deaths each year. The T-Charge will use a camera-based system to monitor vehicles and enforce charges. Then in 2019 London will introduce an Ultra-Low Emission Zone (to enhance the current LEZ) for goods vehicles in an area covering most of Greater London.

Green Group launches legal action against Italian region

The environmental lobby Group ClientEarth has launched legal action against the authorities in Lombardy to make it implement an effective plan to reduce air pollution as soon as possible, claiming that the air pollution in the region is alarmingly high, that it has the means to act, but is failing to do so. Client Earth has previously successfully challenged the UK Government to do more to address air pollution and is currently also taking action in Belgium, the Czech Republic, Germany and Poland.

MEPs call for stronger EU car surveillance

Members of the European Parliament's Internal Market Committee have supported increasing the European Commission's powers over car type-approval by allowing it to arrange independent audits of national watchdogs and to re-test vehicles where it suspects rules are not being enforced in order to help prevent a repeat of the emissions scandal. The Committee's report also calls for Member States to annually re-test at least 20% of the vehicles placed on the market the previous year, to immediately notify the Commission of any irregularities and to provide information on test results and control activities through national programmes and a new EU-wide online database. However, the Committee did not support the proposal by the Environment committee, Socialist and Green Groups and the French government that the EU establish an EU car-approval agency.

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.