

EU ISSUES UPDATE

JULY 2016



OPPORTUNITIES FOR DIALOGUE

European Commission announces strategy on low-emission mobility

In late July, the European Commission published a policy paper for a “low-emission mobility” strategy which has the objective to continue to improve air quality, reduce noise levels, lower congestion and improve safety. It is designed to set clear guiding principles to help Member States to prepare for the future by considering policy options, by showing how initiatives in related fields are linked and by showing how synergies can be achieved. The main elements of the Strategy are aimed to:

- Increase the efficiency of the transport system by making the most of digital technologies, smart pricing and encouraging use of lower emission transport modes
- Increase the use of low-emission alternative energy for transport, such as advanced biofuels, electricity, hydrogen and renewable synthetic fuels
- Move towards zero-emission vehicles (defined as those with a tailpipe emissions below 50g/km – it therefore includes some plug-in hybrids, full electric cars and fuel cell)
- Further the actions of cities and local authorities which are pursuing low-emission alternative energies to reduce congestion and pollution.

While each of the above broadly present implications for the use of historic vehicles, detailed actions under each are of particular interest and potential concern:

- The continued roll-out of digital technologies which are designed to reduce congestion – which include a plan to stimulate communication between vehicles and between vehicles and infrastructure
- The aim to improve road charging to make it fairer and more efficient and better reflect the polluter-pays and user-pays principles - specifically working toward common standards for a distance-based charging system in the EU (see consultations below)
- Actions toward increased use of advanced biofuels, electricity, hydrogen and renewable synthetic fuels by providing strong incentives to innovate with a view to these fuels providing about 15-17% of transport energy demand in 2030 and replacing oil derived fuels products
- The aim to create a market for zero-emission vehicles: the Commission will continue work on post-2020 standards for cars and vans (see below consultations) and will also continue

work to reduce carbon dioxide emissions from lorries, buses and coaches – including a requirement for fuel efficiency standards for them, and a system to monitor their carbon dioxide emissions.

Please see: http://ec.europa.eu/transport/themes/strategies/news/2016-07-20-decarbonisation_en.htm

European Commission consultation on emissions of passenger cars and light vans, the eurovignette and road tolling

The European Commission has launched three consultations – each is related to the low-emission mobility strategy and also aims to meet Paris Conference commitments: on the emission performance of cars and light vans beyond 2020; on the eurovignette; and road tolling. While none are directly relevant to FIVA, each includes questions which are potentially of interest to FIVA as they seek general comment on vehicle and road use taxation with a view to determining an approach based on the “polluter pays” concept which could be realised via a range of systems. This is of interest to FIVA given the wide array of tax systems applicable to historic vehicles, the increasing use of LEZs and the possibility of increased use of general road tolling.

FIVA action: FIVA will contribute to each

FIVA to meet with the Cabinet of Commissioner Bulc

On 9 September, FIVA will meet with the Cabinet of the European Commissioner for Mobility and Transport (MOVE), Violeta Bulc. FIVA will use the opportunity to ensure that historic vehicle preservation and use and the interests of historic vehicle owners and clearly understood by the Commissioner and her department so that they recognise that historic vehicles are special and distinct from all other vehicles when developing policy. FIVA appreciates that this is a challenge as a core task of DG MOVE is to manage the political debates about the cost of transport pollution and congestion and to present solutions to these issues – and discussions about older vehicles are clearly a central component of these discussions. FIVA will therefore explain what a historic vehicle is, explain the cultural value of the vehicles, explain the need to maintain motoring heritage for future generations and explain the economic value of the business of historic preservation and use. The opportunity to meet is of real value as FIVA currently deals with officials and politicians on an issue-by-issue basis. This meeting presents the opportunity for FIVA to ensure that decision makers at the top level of the DG MOVE appreciate the value of the historic vehicle movement and so: ensure that all policy developments under their remit consider the needs of historic vehicles and so afford them special consideration; and also share their knowledge and views across other DGs – specifically DGs Environment and Enterprise.

Internal Market Committee agrees its report on the proposed revision of the Firearms Directive for the European Parliament

On 13 July, the EPs’ IMCO Committee adopted its report on the European Commission’s proposal to amend the Firearms Directive. The adopted text is still not available as it is being reviewed by the Juralinguists. However, prior to the vote, the political Groups agreed a series of compromise amendments which, given the cross-party support, should have been adopted by the Committee. Included in the compromise amendments were a series designed to redress concerns about deactivated weapons – and hence also historic military vehicles with integrated

or attached deactivated weapons. The next EU issues update will provide the detail of the Committee agreement which will go before the European Parliament as a whole in September in preparation for negotiations with the Member States in Council.

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The FIVA Legislation Commission members are: Tiddo Bresters (Chairman), Claude Delagneau Wolfgang Eckel, Peter Edqvist, Carla Fiocchi, Lars Genild, Adalberto Gueli, Peeter Henning, Johann König, Stanislav Minářík, Bob Owen, Christos Petridis and Andrew Turner of EPPA works with the Committee.