

## EU ISSUES UPDATE

JULY 2017



### OPPORTUNITIES FOR DIALOGUE

#### **FIVA meets with UNECE to discuss UN Regulation and historic vehicles**

On 11 July, a FIVA delegation met United Nations Economic Commission for Europe officials in Geneva. Attending the meeting for the UN were the Chief of Vehicle Regulations and Transport Innovations Section, Sustainable Transport Division and one of his staff with responsibility for Intelligent Transport Systems and Automated Driving. The Section is responsible for developing all UNECE Regulations – many of which are vehicle and transport related. During the meeting:

- FIVA gave a comprehensive explanation of FIVA and the various historic vehicles it represents – including providing details of research into the movement, and the safety and emissions of the vehicles. This information was received well and the officials expressed sympathy toward the preservation of historic vehicle and motoring heritage. They also stressed the need to be able to differentiate between historic vehicles and “old” cars given that the majority of the vehicles in the developing UNECE member countries are “old” vehicles.
- The officials explained the Geneva Convention on Road Traffic 1949 and Vienna Convention on Road Traffic, 1968; and also, the 1958, (type approval), 1998 (self-certification) and 1997 Agreements (roadworthiness testing).
- FIVA noted that Original Equipment Manufacturers and suppliers have been reporting problems with the production of parts for older vehicles where homologation has expired. The officials explained that they were aware of the concern and that an amendment has been tabled to the 1958 Agreement which will allow member states to issue an approval for older homologation versions – i.e. it will allow for approvals to be granted for parts as originally designed and made. They explained that the amendment had also been proposed to address the concerns that the use of sub-standard fuels in some developing countries presents concern for more modern vehicles – hence flexibility on parts used is necessary. The amendment will come into force in September 2017.
- The officials welcomed the possibility of FIVA contributing to UNECE debates about regulation. They suggested that FIVA can apply for “Consultative Status” to the UN Economic and Social Council. Once approved, FIVA would be able to attend relevant meetings which would also offer FIVA the opportunity to meet with vehicle regulation officials from countries worldwide. In that context, they noted three current workstreams of potential interest: work on the 1997 Agreement to consider changes concerning LPG vehicles and vehicles with electric hybrid power trains, work on the electric vehicle

environment (by the Working Group on Energy and Pollution) and deliberations on automated transport.

Actions: FIVA will apply for Consultative Status to the Economic and Social Council and will determine how best to manage monitoring of UNECE activities to ensure effective and efficient management of UNECE relationships.

### **FIVA responds to European Commission consultation to evaluate the ITS Directive**

In July FIVA responded to a European Commission consultation designed to assess the extent to which the ITS Directive (2010/40/EC) has contributed efficient and coordinated deployment of ITS and the better functioning of the road transport system. In its response FIVA reiterated that historic vehicles are our motoring heritage and that historic vehicle ownership and use patterns and safety record are very different to those of modern/every-day use vehicles. It also noted that:

- drivers of historic vehicles can and do benefit from ITS systems currently in use which communicate with devices on board vehicles (i.e. navigation system or a mobile phone) rather than with the vehicle.
- depending on the power source, the use of transponders/equipment which is connected to the vehicle's systems may not be possible and/or appropriate with many historic vehicles – notably older historic vehicles.
- FIVA welcomes the actions on ITS at the EU/international level because it should allow for a common approach not only for technological development and systems' implementation, but also for broader issues relating to the impact of the development and implementation of ITS regulation, strategies and technologies. FIVA welcomes the Recital 10 of the Directive which states: "Vehicles which are operated mainly for their historical interest and were originally registered and/or type- approved and/or put into service before the entry into force of this Directive and of its implementing measures should not be affected by the rules and procedures laid down in this Directive" as it makes allowance for the fact that some future technologies may not be compatible with some vehicles, particularly older, historic vehicles.
- FIVA:
  - Is concerned by any regulatory measure or technological development which would prevent owners being able to use their vehicles on public roads.
  - Is concerned by the possibility that some ITS will not be compatible with some older historic vehicles and accordingly stresses that technological advancement must not be pursued in such a manner that if vehicles are unable to exploit technology, they are excluded from or not allowed to use, public roads.
  - Explained that while this may seem to be a distant possibility, FIVA can foresee a time when some ITS are so generally used that legislation, or simply practical necessity, requires its use. While the Recital 10 in the Directive is welcome, it is not sufficient to address this concern.

- Will maintain dialogue with the regulators and parties developing the systems to ensure that ITS actions to make vehicles connected and autonomous do not result in the unconnected and driver-controlled vehicles being prevented/banned from using public roads.

## **INFORMATION**

### **Moves to ban the sale of petrol and diesel cars**

During July:

- The French government pledged to end the sale of petrol and diesel cars by 2040 as part of a plan to become carbon neutral by the middle of the century.
- The UK also announcing plans to stop petrol, diesel and hybrid cars from being sold in the country after 2040.
- Volvo announced that all its new models launched after 2019 will be electric or hybrid.

Responding to the French and UK announcements, the European car makers' trade association, ACEA, cautioned that the possibility of alternative (not petrol, diesel, hybrid) modes being able to reach a significant market share by 2040 will depend on factors outside the industry's control – notably the development of charging infrastructure will be a core factor.

### **EU reviews implementation of air quality rules**

The European Commission has launched a programme to assess the impact and failings of the EU's Ambient Air Quality Directives (under which LEZs are developed). The Commission is concerned that many Governments are not meeting the pollution limits – as shown by the large number of infringement cases which are pending addressing particulate matter, nitrogen dioxide and sulphur dioxide. The Commission had sent final warnings in February to the five largest Member States over “repeated, persistent breaches” of nitrogen dioxide (NO<sub>2</sub>) limits. The review is due to be completed by the end of 2019, and will include a public consultation.

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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.