

## EU ISSUES UPDATE

JUNE 2017



### OPPORTUNITIES FOR DIALOGUE

#### **European Parliament Historic Vehicle Group meeting of 21 June**

During the meeting, FIVA gave the Group members an overview of the Mobility Package (see May 2017 EU issues update) and its potential impact on the use of historic vehicles. The FIVA commentary noted:

- That the building blocks for “clean, safe, connected and automated mobility” have been being put in place for many years – through EU vehicle emission regulation, through air quality legislation which has provided the stimulus for Low Emission Zones, through a Framework Directive on Intelligent Transport Systems, through measures to stimulate the development of low and zero-emission vehicles and through numerous policy documents espousing the need to “internalise the external costs of transport” by moving to a “polluter pays” system of transport taxation.
- The concern is that the “polluter pays” principle may lead to historic vehicles having to pay a disproportionately high amount per kilometre driven because the CO<sub>2</sub> and emission performance of the engines in many cases are likely to compare unfavourably against modern cars. Even though the kilometres travelled by historic vehicles are low, the disproportionately high charge could deter owners from using their vehicles leading to the gradual loss of motoring heritage, and with it the economic activity which supports the movement. Additionally, historic vehicles may be pushed off some roads if they are unable to connect to the Intelligent Transport Systems (ITS) which will govern future road use.
- That currently, historic vehicles are treated differently and favourably for the purposes of many Low Emission Zones and for the purposes of national vehicle taxation and at the EU level, have been afforded a definition which allows historic vehicles to be clearly differentiated from old vehicles and so be treated uniquely (and favourably) in EU legislation.
- That Guidance from the European Commission is still expected on Low Emission Zones and that indications are that it will include recommendations to local authorities to treat historic vehicles differently to “old” vehicles for LEZ charging/access conditions. This Guidance is now expected to be published before the Summer break.
- That continued political support is essential as it is increasingly likely that some decision makers will choose to treat historic vehicles as “old” vehicles, and because as time goes by,

it may become harder to successfully promote a positive historic vehicle message while more and more cars on the road become low/zero emission and as automation becomes a reality.

**Action:** The discussions concluded with a commitment by the Group to draft a paper to explain and promote the role of historic vehicles in 2030/the future; to promote the LEZ Guidance with local authorities and the EU cities network (so long as it includes the positive historic vehicle recommendation); and to identify a means to bring historic vehicles into the *Directive on the charging of vehicles for the use of infrastructure* with a view to implementing a broad exemption.

## **INFORMATION**

### **Member States want to maintain control on road charging options**

In a first Council discussion on the recently proposed Mobility Package, Member States have generally welcomed the Eurovignette Directive amendments but have also demanded more freedom to choose how to charge for road usage – specifically some called for the possibility to continue to use current systems, some wanted to allow the continued use of time based charging systems and some wanted further analysis for the extension of the system from trucks to vans and cars.

### **Air pollution in Brussels**

The Green lobby group ClientEarth has published data showing that nitrogen dioxide (NO<sub>2</sub>) levels in Brussels are excessively exceeding the limits set under the EU Ambient Air Quality Directive and is therefore demanding that the city authorities put in place proper monitoring systems. ClientEarth has taken similar legal action on NO<sub>2</sub> pollution in the UK - forcing a review of pollution policy, and in German cities including Munich – where the mayor has now announced restrictions on the use of diesel cars. ClientEarth has also recently launched a complaint to the European Commission that the Bulgarian government had granted some €1.3bn in illegal state aid to co-generation plants, including coal facilities.

### **German air pollution**

The German environment agency UBA has reported that in 2016, Nitrogen dioxide (NO<sub>2</sub>) emissions at over half of Germany's monitoring stations breached EU limits – although it also reported a gradual decline in NO<sub>x</sub> pollution in all sectors since 1995. UBA highlighted diesel vehicles as the main culprit saying they generated 72.5% of all transport-related NO<sub>2</sub> emissions in Germany; it also noted that Euro 6 vehicles can still exceed NO<sub>2</sub> limits by over a factor of 10. Since the release of the report, the German Government has announced plans to set up a “National Diesel Forum” (created by the Environment and Transport Ministries – and with input from other Ministries) that will devise a response to diesel pollution; that will roll out new real-driving emissions tests; and that will create an institute to test real-driving conditions' NO<sub>x</sub> and CO<sub>2</sub> emissions from around 70 passenger cars every year.

### **MEPs call for stricter “real-driving” vehicle emissions**

The European Parliament's Environment Committee Opinion on the Low Emission Mobility Strategy has called for stricter air pollutant limits for cars and vans and CO2 tests under real-driving conditions, for the creation of a new Euro 7 vehicle class by 2025 which would have to comply with tougher caps on pollutants such as nitrogen oxides (NOx), and for on-road CO2 checks for light-duty vehicles. These Committee recommendations be considered by the Transport Committee in September. The EP position on the Strategy will then be adopted by the full plenary in October.

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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.