

## EU ISSUES UPDATE

JUNE 2018



### OPPORTUNITIES FOR DIALOGUE

#### **European Council is showing little interest in the Road Charging proposal**

The May EU issues update detailed a vote in the European Parliament Transport Committee when a series of series of amendments to the proposed changes to the Road Charging Directive were adopted which were designed to allow Member States to treat historic vehicles differently and positively in any future road charging schemes in order to preserve motoring heritage. The European Parliament also voted to enter into negotiations with the Council (the member states) in order to expedite agreement on the Directive. However, since then, it has become clear that the Council does not see the road Charging Directive as a priority and it now seems likely that the Council will delay its decision on the dossier until after the European Parliament elections in May 2019.

### INFORMATION

#### **Member State divisions on new car emission limits**

At an EU Council summit at the end of June, Member state governments expressed differing positions on future car emission limits. The European Commission has proposed that the upper limit for average emissions of newly registered vehicles – currently 95g per kilometre for passenger cars and 147g for vans – should be 30% lower by 2030, with half of the reduction to be in effect by 2025. While some Member states want stricter norms (Sweden called for a legally binding cut of 25% by mid-decade, and 50% by 2030) others including Slovakia and the Czech Republic feel that the limits and would penalise car makers – believing that a 20% target for 2030 would put “sufficient pressure” on manufacturers to reduce emissions. Germany has taken a neutral stance in general supporting the Commission’s proposal while Italy, Denmark and France have all called for a headline 40% goal.

In the Parliament, the rapporteur on the dossier, Maltese Socialist Miriam Dalli, has called for reduction targets of 25% from 2025 and 50% from 2030, while ACEA has called for a headline 20% 2030 target. Additionally, the Commission has proposed that manufacturers that achieve a share of zero- and low-emission vehicles (ZLEV) higher than a proposed benchmark of 15% in 2025 and 30% in 2030 would be rewarded with lower CO<sub>2</sub> targets, while in Miriam Dalli has suggested benchmark at 50%.

In the context of the same debate, the car manufacturers association ACEA has shared analysis with MEPs showing that affordability remains a strong deterrent for consumers to switch to electrically-chargeable vehicles – and specifically noting that market share is close to 0% in countries with per capita GDP below €18,000, and no more than 0.75% in half of all member states. ACEA has accordingly warned against ‘unrealistic’ targets for new car and van CO2 emissions reductions and has noted that the Commission proposal would require battery electric car sales to jump from less than 1% today to 30% in under 12 years, while the Parliament is proposing even more aggressive targets, and added that forced electrification could lead to social exclusion in parts of Europe, and so reduce mobility.

In related discussions, some of the more eastern member states expressed concern about the less wealthy Member States becoming the dumping ground for old cars from the west of the EU, making it more difficult for them to meet EU air quality rules.

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The FIVA Legislation Commission members are: Tidde Bresters (Chairman), Wolfgang Eckel, Peter Edqvist, Carla Fiocchi, Lars Genild, Alain Guillaume, Johann König, Stanislav Minářík, Bob Owen, Christos Petridis and Andrew Turner of EPPA works with the Committee.