

EU ISSUES UPDATE

MARCH 2018



OPPORTUNITIES FOR DIALOGUE

European Parliament Transport Committee amendments to the Road Charging proposal

In March, the European Parliament Transport Committee published amendments tabled by Committee members to the Commission proposal to amend the 1999 Directive on the Charging of heavy goods vehicles for the use of certain infrastructures (the road charging Directive). The principal changes proposed to the 1999 Directive are a shift from time based to distance based pricing and allowing the Member States to extend road charging to vans and passenger cars. The proposal makes clear that road charging for passenger vehicles will remain a national competence, but it proposes that if Member States do apply road charging for passenger cars, they will have to be based on distance (i.e. tolls) as opposed to time (i.e. vignettes), will also have to take into consideration the CO₂ emissions of the vehicles and Member States will have the possibility to also charge based on external costs, such as noise, congestion and air pollution. The objective is to achieve a fairer pricing system based on the “polluter-pays” (for more information, see May 2017 EU Issues Update).

FIVA urged members on the Committee to propose amendments to exempt historic vehicles from any road charging based on CO₂, pollutant and noise emissions because the disproportionately high costs (if based on CO₂ and pollutant emissions) which would be imposed on historic vehicles would deter use of the vehicles which would lead to a loss of motoring heritage. As a consequence, a series of positive amendments have been tabled:

ALDE (Liberal Group) members Gesine Meissner (D), Dominique Riquet (F) and Pavel Telička (Cz Rep) proposed:

- Recital (13a) To help safeguard the automobile heritage, Member States should place vehicles of historical interest in a special category for the purposes of adjusting the various charges payable under this Directive.
- Article 2.1 (20a) 'vehicle of historical interest' a vehicle that is considered to be of historical interest under the terms of Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC.

- Article 7 (5a) Member States may reduce tolls and charges for vehicles of historical interest
- Article 7 c (1a) Member States can apply derogations which allow external-cost charges to be adjusted for historic vehicles
- Article 7 da (3a) Member States may apply derogations which allow congestion charges to be adjusted for historic vehicles

Dieter-Lebrecht Koch (D) proposed a change to the article in the 1999 Directive which lists vehicles which may be exempted from the provisions of the Directive: Article 6.2 (ba) vehicles of historical interest pursuant to Article 3(7) of Directive 2014/45/EU on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (hence providing a blanket exemption for historic vehicles)

Win van de Camp (NL): Member States may adopt exceptional measures for the purposes of charging historic vehicles conform Article 3(7) of Directive 2014/45/EU (which is the Road Charging Directive).

During a debate on the amendments on 20 March, both Dominique Riquet and Dieter-Lebrecht Koch specifically mentioned their amendments explaining that they are needed to ensure the future preservation of our motoring heritage. Over the coming weeks Committee members will draft compromise amendments to reduce the 400+ amendments to a manageable list and removing any duplication to facilitate the voting which will take place on 24 May. The dossier will then be considered by the Parliament as a whole in Plenary juts before or after the summer recess.

Action: FIVA will ask ANFs to lobby the Transport Committee members again to support the relevant amendments in the vote.

INFORMATION

Car CO² emissions are increasing while the debate about diesel coninues

Automotive analysts JATO have released data which show that the average CO² emissions in the EU's auto fleet rose by 0.3g/kilometre last year to 118.1g/km – already well above the 95g/km threshold which has been proposed by the European Commission and which will add further challenge to the expectation that the European Parliament will push for a much lower threshold that translates into a 40% cut in car emissions by 2030 from 2021 levels, rather than the 30% reduction proposed by the Commission. The findings seem to be a consequence of the slow uptake of fully electric or hybrid vehicles and an overwhelming emphasis on petrol vehicles in light of the diesel scandal. In parallel, the environmental group Transport and the Environment have claimed that low emission zones are failing to effectively limit polluting diesel vehicles – and in particular Euro 6 vehicles which are exempted from the conditions of many LEZs. T & E claims these vehicles emit much higher levels of NOx in real world conditions than in official tests and that fewer than 10% on sale today meeting EU limits.

The comments come in the wake of the ruling by Germany's highest court (see February EU issues update) which allowed cities to ban cars which do not meet Euro 6 standards. However, Chancellor Merkel entered into the debate by explaining that the new federal Government has rejected the idea of introducing comprehensive driving bans for diesel vehicles saying that it instead prefers tailored solutions to bring down car emissions in heavily polluted cities – saying that while air quality and the climate must be protected, diesel customers and workers should not foot the bill for the dieselgate scandal.

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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.