

## EU ISSUES UPDATE

MAY 2016



### OPPORTUNITIES FOR DIALOGUE

#### **European Parliament Historic Vehicle Group meeting**

The EPHV Group met on 1 June. The main item on the agenda was the availability and access to vehicle data and data protection. Members showed great interest in the Belgian Federation's data system and its use to help retrieve stolen vehicles, and questioned whether action was possible to address the fact that data availability and access varies greatly between Member States. The meeting also presented an opportunity for FIVA to provide the members an update on other current issues including the European Commission's work to draft guidance for Low Emission Zones (see previous EU issue updates). The Group members agreed that they will write to Commission Bulc to urge early publication of the chapter about "exemptions" which is expected to note that historic vehicles can be exempted from LEZs. The Group will then also use all opportunities to promote the Guidance to Member State authorities.

#### **European Parliament Committee discusses the proposal to amend the Firearms Directive**

The European Parliament's Internal Market Committee members have had initial discussions on the 800+ amendments which have been tabled to the proposed amendment to the Firearms' Directive. Many take the view that deactivated weapons should not be covered by the Directive – this would address the concern of owners of historic military vehicles which have deactivated weapons attached to or as a part of the vehicle. Due to the large number of amendments and the Committee's desire to agree a clear position to facilitate later negotiations with the European Council and Member States, the vote on the amendments has been postponed until July.

**FIVA action:** FIVA's Legislation Commission has already asked ANFs to contact their MEPs who are members of the EP Internal Market Committee to encourage them to support the relevant amendments. The action will need to be repeated prior to the Committee's July vote. FIVA's Legislation Commission will contact ANFs at the appropriate time.

### INFORMATION

#### **EP Committee study calls for a ban on diesel vehicles in cities to meet pollution limits**

A study commissioned by the European Parliament's Environment Committee has concluded that Member States that are failing to comply with EU air pollution limits should consider banning diesel cars in cities, or at least reduce the number of diesel vehicles. The research showed that in 2014 two thirds of Member States had breached limits for pollutants such as nitrogen dioxide (NO<sub>2</sub>) and particulate matter (smaller PM<sub>2.5</sub> and larger PM<sub>10</sub>) set in the EU Ambient Air Quality Directive. The study also predicted that full compliance with the Directive

across all EU member States will not happen until 2030; that NO<sub>2</sub> remains a particular problem as 18 countries – including France, Germany, Italy and the UK are still above the 2010 limits; and that a complete ban on diesel vehicles in inner-city areas – as well as greater support for public transport – is now required for failing Member States to comply with the Directive. But the report also acknowledged that banning diesel vehicles would require a “huge effort” from policymakers as they would need to reverse tax policies developed during the years of diesel promotion. Also of note was that the report identified a number of different causes for pollution across Eastern European hotspots. For example, in Krakow, Poland, and Plovdiv, Bulgaria, traffic pollution was not the only reason these cities breached limits for PM<sub>10</sub> as pollution from domestic heating was also responsible.

### **Analysis of emissions’ defeat devices**

The environmental lobby group Transport and Environment said it has identified three new car emission defeat devices after analysing government investigations by Germany, France and the UK into the VW emissions scandal. They were: a ‘thermal window’ defeat device that switches off pollution control technology in low ambient temperatures; a ‘hot restart’ cheat, which enable the car to produce higher emissions after a warm engine restart because EU law only requires tests for cold restarts; and a device allowing some car models to switch off the exhaust treatment system two minutes after the lab test has finished. The Group has accordingly called a more comprehensive investigation to force carmakers to come clean on their emission strategies.

### **Stricter air pollutant limits**

The mayors of London and Paris (Sadiq Khan and Anne Hidalgo) have sent a joint letter to their respective governments, the European Commission and MEPs calling for stricter emission limits on major air pollutants. The letter is aimed to coincide with ongoing negotiations on the National Emission Ceilings (NEC) Directive. The NEC Directive sets national limits on emissions of nitrogen oxides (NO<sub>x</sub>), sulphur dioxide, particulate matter (PM), ammonia, volatile organic compounds and methane. The letter also calls for official testing for new car NO<sub>x</sub> emissions to be further strengthened saying “It cannot be right to impose air pollution standards on public authorities, while at the same time giving the automotive industry the green light to infringe them.” In parallel, Eurocities, a coalition that represents more than 130 large cities, has asked for tougher limits on ammonia emissions, and called for flexibilities allowed to EU member states as they comply with the NEC Directive to be kept “to a minimum”. Agriculture is by far the biggest source of ammonia emissions, but Eurocities argues that ammonia can drift into cities and cause air quality problems.

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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.