

## EU ISSUES UPDATE

MAY 2017



### OPPORTUNITIES FOR DIALOGUE

#### **European Commission proposes tolls based on distance and emissions in a new “Mobility Package”**

The European Commission has proposed a series of regulatory and policy initiatives designed to make traffic safer; encourage smart road charging; reduce CO2 emissions, air pollution and congestion. The initiative also includes measures to cut red-tape for transport businesses; fight illicit employment and ensure proper conditions and rest times for workers. Overall the actions are designed to achieve “clean, competitive and connected mobility”. The components of the policy initiative which will be of most interest to historic vehicle owners are:

- a proposed revision to the “Eurovignette” Directive - road charging will remain a national competence, but under the proposal, if a Member State chooses to implement road charging, it will have to be based on distance (i.e. tolls) as opposed to time (i.e. vignettes) and will also have to take into consideration the CO2 emissions of the vehicles. Furthermore, Member States will also 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”. Accordingly, the proposals also call for environmentally friendly cars to be rewarded with a lower charge, while owners of zero emission vehicles will benefit of a mandatory 75% charge reduction
- a proposal for a common electronic tolling system to be developed allowing seamless travel between Member States
- the implementation of more robust and realistic testing methods for measuring both nitrogen oxides (NOx) and CO2 emissions from cars.

More broadly, the initiative is designed to ensure that mobility policy goes beyond a narrow thinking about transport. The concept was summed-up by the European Commission’s Vice-President for Jobs, Growth, Investment and Competitiveness, Jyrki Katainen, who said during the press conference announcing the mobility package that: "Our approach to mobility is much broader than just the transport sector. We see new developments in transport also in the context of newly emerging economic trends like collaborative or circular economy. Hence, it is as an opportunity to modernise the entire European economy and push it in a more sustainable direction." A number of the other proposals are designed to improve the functioning of the road haulage market and help improve workers' social and employment conditions. More information on the mobility package can be accessed with this link:

[https://ec.europa.eu/transport/modes/road/news/2017-05-31-europe-on-the-move\\_en](https://ec.europa.eu/transport/modes/road/news/2017-05-31-europe-on-the-move_en)

Action: FIVA will contribute to all relevant policy debates.

### **European Parliament calls on the Commission to adopt rules for low-emission zones**

The European Parliament has adopted a non-binding resolution on road transport which to an extent mirrors many of the initiatives proposed by the Commissions' Mobility Package (above). However, it does also include a call to the European Commission to examine the possibility of setting common criteria/rules for the introduction/functioning of Low Emission Zones. It also includes calls for the Commission to:

- Propose measures to ensure the implementation of the 'user pays' and 'polluter pays' principles in road transport, including guidelines and best practices
- Develop communications infrastructure - both 'vehicle to vehicle' and 'vehicle to infrastructure' - to improve road safety and efficiency
- Harmonise electronic tolling systems in the EU
- Promote the use of smaller and lighter vehicles, passenger car sharing and carpooling, as well as encouraging people to move from 4 to 2 wheel vehicles;
- Promote electro-mobility, fuel cells and other advanced propulsion systems
- Study the opportunities to accelerate the shift towards low-emission transport by introducing incentives for retrofitting
- Work toward effective national policy frameworks to stimulate the uptake of vehicles using alternative fuels (e.g. electricity, hybrid, hydrogen, compressed natural gas), and rapidly deploy the necessary refuelling/recharging infrastructure
- stimulate the development and use of ITS and promote innovations.

The full report can be found with this link:

<http://www.europarl.europa.eu/sides/getDoc.do?pubRef=-//EP//TEXT+MOTION+B8-2017-0290+0+DOC+XML+V0//EN&language=en>

### **European Commission consults on specific Intelligent Transport Systems**

The European Commission has launched a consultation on the evaluation of the 2010 ITS Directive. The Directive includes Recital 10 stating: "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. The consultation asks for specific views on ITS applications.

Action: FIVA's Legislation Commission is currently developing views on the ITS systems most likely to come into use in the near future – for example on truck-platooning - and will provide these views to the consultation whilst also reiterating FIVA's general point and concerns about ITS and historic vehicles.

## **INFORMATION**

### **ECJ rules against Bulgaria for excessive air pollution**

The European Court of Justice has ruled that Bulgaria has breached the 2008 Ambient Air Quality Directive because it has repeatedly exceeded limits for fine dust pollution – i.e. PM2.5 and PM10. The ruling will mean that the Bulgarian Government will have to implement measures to reduce these emissions – which will likely mean the development of air quality improvement measures – possibly including the imposition of more LEZs. However, the ruling also paves the way for legal challenges in other countries as this ruling sets a precedent that will make it easier for the EU Commission to penalise countries in breach of pollution limits.

The ruling follows the findings of a study by the European Environment Agency last year which found that half of urban Europeans were exposed to PM10 concentrations in excess of limits considered safe by the World Health Organization. The figure rose to 85% in the case of finer PM2.5.

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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.