

EU ISSUES UPDATE

MAY 2018



OPPORTUNITIES FOR DIALOGUE

EP Transport Committee supports Historic vehicle amendments to Road charging proposal

In 24 May, the European Parliament Transport Committee adopted a series of amendments to the proposed changes to the Road Charging Directive which allow Member States to treat historic vehicles differently and positively in any future road charging schemes. The adopted amendments read:

- New 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 – paragraph 1 – point 20 a (new): 'vehicle of historical interest' a vehicle that is considered to be of historical interest under the terms of Article 3(7) 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 (AM 241)
- Article 6(2), new point (ba): vehicles of historical interest (*Article 6.2 of the Directive states: member States may apply reduced rates or exemptions for:)*
- Article 7 c – paragraph 5 a (new): The Member States can apply derogations which allow external-cost charges to be adjusted for vehicles of historical interest (*Article 7c allows Member States to maintain or introduce an external-cost charge, related to the cost of traffic-based air or noise pollution or both*)
- Article 7ga – paragraph 3 a (new): Member States may adopt exceptional measures for the purposes of charging vehicles of historical interest (*Article 7ga specifies the modalities for the variations of tolls and user charges according to the CO2 and air pollutant emissions of cars and vans.*)

The Committee also voted to enter into negotiations with the Council (the Member States) with a view to reaching a First reading Agreement on the text. This process allows for a significantly shorter decision-making process. However, the Member States are not in general agreement that the Road Charging Directive needs to be extended to passenger cars – which is one of the

core provisions of the proposal - and view the social elements of the Mobility package (of which the Road Charging Directive is one component) as a greater priority. Accordingly, it is possible that a decision by Council to join the EP in negotiations is may be postponed until after the end of the Bulgarian Presidency of the Council (end of June).

INFORMATION

European Commission announces Third Mobility Package

In May, the European Commission announced its *Third Mobility Package* designed to deliver further actions in support of the September 2017 Industrial Policy Strategy and also to complete the process initiated with the 2016 Low Emission Mobility Strategy and the previous “Europe on the Move packages” from May and November 2017. The central theme is to put in place measures to transition towards a mobility system which is safe, clean and connected & automated. This most recent announcement includes:

- A Communication outlining a new Road Safety policy framework for 2020-2030. It is accompanied by two legislative initiatives on vehicle and pedestrian safety (measures for new vehicles), and on infrastructure safety management designed to identify and redress dangerous sections of roads;
- A communication on Connected and Automated Mobility designed to make Europe a world leader for autonomous and safe mobility systems;
- Legislative initiatives on CO₂ standards for trucks, on tyre labelling, on a common methodology for fuels price comparisons and a Strategic Action Plan for Batteries – these are all designed to help reduce greenhouse gas emissions from transport and to meet the Paris Agreement commitments;
- Two legislative initiatives establishing a digital environment for information exchange in transport;
- A legislative initiative to streamline permitting procedures for projects on the core trans-European transport network (TEN-T).

Further information is available at: https://ec.europa.eu/transport/modes/road/news/2018-05-17-europe-on-the-move-3_en

EU countries back EC’s move to improve car emissions tests

The European Council has supported the European Commission’s proposals to strengthen car emissions testing to impose more stringent controls on NOx and other pollutants. Change has already been implemented to bring into force real driving emissions (RDE) testing. The new proposal aims to reduce margins of technical uncertainty in RDE testing, increase emissions checks of cars already in circulation and allow for the testing of new car models by independent auditors through accredited labs and technical services.

Call for EU-wide ban on fossil-fuel powered cars

A Brussels based think-tank, Bruegel, has said that the EU should promote a ban on diesel and petrol vehicles within the next two decades. It noted that the UK, the Netherlands and France have already announced they will stop sales of diesel and petrol cars and vans by 2040, but that the idea still finds resistance in countries such as Germany. To help the transition to fossil-free transport, it also recommends a clean transport fund to provide dedicated financial support for the use of transport-related taxes to reverse trends by promoting clean vehicles, differentiating on a CO₂ basis and providing for subsidies, grants, tax credits or exemptions.

European Commission takes six countries to court for failing to reduce air pollution

The European Commission has referred six governments (the UK, France, Germany, Hungary, Italy and Romania), to the European Court of Justice for failing to take adequate measures to tackle air pollution. This follows a decision in January by the Commission to call on the countries to produce credible plans to tackle illegal levels of atmospheric pollutants such as NO_x and particulate matter:

- France, Germany and the UK failed to respect limit values on NO₂
- Hungary, Italy and Romania were referred to court over persistently high levels of PM₁₀.

Spain, the Czech Republic and Slovakia were also warned in January but have since put in place measures which satisfied the Commission.

Hamburg implements a diesel ban

Hamburg has become the first German city to impose a ban on old diesel cars and trucks from two roads in the city in order to improve air quality. The roads selected are heavily-trafficked and will be closed to diesel cars that fail to comply with Euro 6 emissions standards which make up 37% of diesel cars registered in Hamburg. Environmental experts have said the ban does not go far enough and will simply shift the traffic and emissions elsewhere.

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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.