

EU ISSUES UPDATE

NOVEMBER 2016



OPPORTUNITIES FOR DIALOGUE

EU Skills Agenda for Europe

In the summer, the EU adopted a “Skills Agenda for Europe”. It is designed to ensure that the right training, skills and support are available to business; is designed to ensure that better use is made of the skills that are available; and is designed to equip people with the new skills that are needed to help people find quality jobs and improve their life chances. Much of the programme is aimed at basic educational and skills improvements. But there is a component of the programme in which organisations/companies will be helped to identify skills shortages and then focus work to fill the skill and knowledge gaps to ensure the necessary workforce to meet future needs. The Automotive sector will participate in the programme and stakeholders in the sector are expected to make proposal to the European Commission in early 2017. However, the programme is expected to look only at the future of the industry and its needs and i.e. specifically to address the potential digital skills shortage necessary to design and make autonomous, safe and fossil-fuel free vehicles. FIVA aims to encourage the participants in the programme to also include a component to the work plan to maintain and ensure skills necessary to restore and maintain cars of the past as well.

Action: FIVA will contact the relevant trade bodies and companies to encourage a comprehensive industry-wide work plan.

INFORMATION

Spanish cities to implement LEZs

Barcelona city council has announced it will ban the “most polluting” vehicles from entering a new low-emission zone in the city centre by 2020 and circulation could be prohibited as early as next winter during periods when nitrogen dioxide emissions exceed 200 µg/m³. The city council is expected to detail which vehicles will be covered by the ban during the first half of 2017. Madrid is considering implementing similar measures: in December, Madrid’s authorities announced a plan with 30 proposals, including restricting access of private vehicles into the city centre and prioritising sustainable modes of transport. 10 other Spanish cities have pledged to halve transport emissions by 2030.

UK government given eight months to devise new air quality plan

The UK High Court has ordered British government to replace its air quality plan with a more ambitious scheme on the grounds that the current plan is illegal - criticising the modelling as

over-optimistic and its timing as flawed. The plan required only five English cities (in addition to London) to implement clean air zones by 2020: Birmingham, Leeds, Southampton, Nottingham and Derby. The case had been brought against the Government by the environmental lobby group ClientEarth, whose action led the Supreme Court to order the government to publish the earlier plan in the first place and the court ruling means that the plan may now have to be revised to implement stricter measures and in more locations.

Experts comment on vehicle emission

The Scientific Advice Mechanism group (SAM), which was set up by the European Commission in 2015 to provide information for policy decisions have told the EC that the new laboratory tests to measure CO₂ from cars and vans will “reduce but not eliminate” the gap between real world and test condition emissions and so will need to be updated and reinforced with on-road checks. The group have said that the gap between the emission readings can be as much as 20% to 50% depending on the vehicle model and that this disparity – caused by the current NEDC test (which under-estimates CO₂ production) is undermining EU pledges under the Paris Agreement. From Autumn 2017, the Commission will replace NEDC with the Worldwide harmonised Light vehicles Test Procedures (WLTP). SAM has said that the Commission should:

- implement WLTP “without delay” to shrink the CO₂ emissions gap
- should review WLTP every five years and update it to reflect technological developments such as advances in hybrid vehicles
- complement the laboratory-based WLTPs with subsequent on-road CO₂ checks – given that the on-road test known as Real Driving Emissions (RDE) will apply to air pollutants such as NO_x from September 2017 onwards but not CO₂.

In parallel:

- a study by consumer group BEUC has said that based on the introduction of the WLTP tests, a 75 gCO₂/km target for EU cars and vans would be realistic for 2025 and that this would require ultra-low emission technologies such as battery and fuel cell-powered vehicles to reach an EU market share of 15% by that year
- the European Parliament Environment Committee voted in favour of creating an EU agency to monitor vehicle compliance with environmental and safety rules before and after they are placed on the market. If the Agency is implemented, manufacturers will have to fund the work which will require compliance checks before vehicles are sold and again four years later
- a study by the International Council on Clean Transportation (ICCT) has said that the EU could set a 2025 CO₂ target of 70g/km for cars without having to rely on electric vehicles – believing that a mix of combustion engine technologies and hybrid electric cars would allow the EU to meet the target “with few or possibly no electric vehicle sales”. The study showed that the action would cost €1,000 to €2,150 per car, with annual fuel savings rising to €450. However, it also noted that if manufacturers switched to electric vehicles earlier and aimed to reach a market penetration level of around 15%, the cost of complying with the 2025 target would fall by €200 to €500 per car. The report also noted that a target as low as 40g

CO2/km by 2030 would be possible for passenger cars, but only if electric vehicle sales increase and which would increase the prices of cars by €1,600-3,000.

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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.