EU ISSUES UPDATE

November 2018

OPPORTUNITIES FOR DIALOGUE

EPHVG hosts reception for its manifesto*: Securing the Future of our Motoring Heritage*

MEPs, European Commission officials and representatives from the historic vehicle movement and automotive sector attended a reception in the European Parliament on 20 October, hosted by the Chair of the European Parliament Historic Vehicle Group Bernd Lange MEP.

Bert van Wee, Professor in Transport Policy at Delft University of Technology, gave a talk explaining his vision of the historic vehicle movement and the challenges it faces due to the evolving mobility environment – and stressed the importance of considering the whole-life environmental costs of historic vehicles - i.e. acknowledging that they were manufactured many years ago and are not expected to be scrapped – when discussing the environmental impact of historic vehicles. Bernd Lange then introduced the Group's manifesto for securing the future of motoring heritage. He explained that the paper notes:

- the importance of the evolution of motoring and the motor industry to the economic, social and cultural history the last 130 years

- the rapidly changing mobility environment: concerns about congestion, air quality and accidents have spurred industry and regulators to hasten change of vehicles and infrastructure with the result that differences between older and new vehicles is becoming starker - the trend is toward mobility being provided in the future by zero-emission, autonomous vehicles owned and operated by mobility providers

- that younger people in the future may well be less interested of owning their own cars as mobility on demand/mobility as a service evolves

- that the historic vehicle movement and regulators together have a responsibility to ensure that historic vehicles remain available for use on public roads in this changing mobility environment: regulators will need to take positive action to ensure that the vehicles are not forced off the roads by excessive road pricing costs or because the vehicles cannot interact

with other vehicles and infrastructure – and historic vehicle owners will need to help the regulators take these positive decision by being responsible owners: by maintaining their vehicles well; by using them responsibly; by using modern technology where possible and appropriate whilst also respecting the authenticity; by clubs and federations playing an active and organised role in relevant policy discussions to explain the movement, the vehicles and the importance of preserving motoring heritage; and by working to safeguard and transfer the skills needed to preserve the vehicles.

- The conclusion is that these positive and joint efforts will ensure that motoring heritage is preserved for future generations to enjoy.

INFORMATION

European Commission considers zero emissions by 2050

The European Commission has set out 8 scenarios for the reduction of greenhouse gasses by 2050 – ranging from an 80% cut compared to 1990 levels to a goal of net-zero emissions by 2050. Each scenario requires large increases in the consumption of renewable electricity with differences such as a six-fold increase in storage capacity, or conversion to hydrogen or synthetic liquid fuels. Two of the scenarios aim for 'carbon neutrality' by 2050 relying on negative emissions technology in the form of bioenergy combined with carbon capture and storage and the a highly circular economy with significant change in consumer choices that are less carbon intensive.

The diesel debate continues unabated

The car industry organisation ACEA has released data showing that all new vehicles are performing below the real driving emissions (RDE) test NOx limit and that many of the new cars tested already meet the 80mg/km NOx Euro 6 threshold that will apply from 2020 – which is a nineteen-fold increase in the number of diesel vehicles compliant with the RDE. At the same time, the German industry has announced the intention to spend up to €3,000 per diesel vehicle to reduce emissions, with Volkswagen and Daimler indicating they were prepared to offer hardware retrofits for older models.

In contrast, the environmental lobby group T & E has noted that the data shows some new vehicles are producing double the 80mg/km Euro 6 limit - it has also said that Europe must sell its last internal combustion engine car in the early 2030s in order to decarbonize transport by 2050. The group has also published a joint statement with the cities lobby group EUROCITIES and the European Public Health Alliance following a recent conference, which calls for the creation of an ‘EU Clean Air Fund’ to be largely funded by industry and for support for cleaner forms of transport.

From the regulatory perspective, the European Commission has stated that it is confident that the new type-approval laws will be effective in ordering recalls or market withdrawals for failing vehicles and by fining non-compliant manufacturers up to €30,000 per vehicle. But again, the environmental lobby groups are concerned that loopholes will be exploited.

Electric vehicles cleaner than fossil fuel alternatives

A European Environment Agency Report has concluded that electric vehicles are already greener over their lifespan than petrol or diesel models and will become more so as Europe's electricity grids decarbonise. The report acknowledges that electric cars have a considerably higher environmental impact in their manufacture – but even so, it claims that their lifetime carbon footprint in the EU is around 17-30% lower than petrol or diesel vehicles and forecasts that by 2050, they could be up to 73% lower as member states move to towards zero-carbon electricity supplies. There is though considerable variation in their performance: an electric car charged on a coal-powered grid will have a larger carbon footprint than a petrol or diesel car, while the life-cycle emissions of one using electricity from wind power will be almost 90% lower.

Electric vehicles currently only constitute 0.6% of new car sales, with hybrid vehicles making up another 0.8%. However, a European Commission working document from 2017 forecasts that battery electric vehicles could represent between 4-13% of new car registrations by 2030 – whilst external reports suggest the numbers may be higher still.

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The FIVA Legislation Commission members are: Tiddo Bresters (Chairman), Wolfgang Eckel, Carla Fiocchi, Lars Genild, Alain Guillaume, Johann König, Stanislav Minářík, Bob Owen, Christos Petridis, Claudio dal Savio, Leon Vrtovec and Andrew Turner of EPPA works with the Committee.