

EU ISSUES UPDATE

October 2018



OPPORTUNITIES FOR DIALOGUE

European Parliament approves historic vehicle amendments to the Road Charging Directive

On 25 October, the European Parliament as a whole adopted its First Reading report on the Road Charging Directive (See May 2017 and May 2018 EU issues Updates), including the amendments adopted by the Transport Committee in May on historic vehicles. These amendments were supported because historic vehicles are already treated differently and preferentially for tax purposes in most EU Member States because of their use patterns, because they are well maintained and because of their value in preserving motoring heritage. Accordingly, the Transport committee shared the concern within the historic vehicle movement that the “polluter pays” principle could lead to a detrimental and disproportionate change on the taxation of historic vehicles which could lead to reduced use of historic vehicles which will in turn lead to a loss of motoring heritage.

The amendments will now be a component of the Parliament’s negotiating position with the Member States when the institutions start their deliberations on the Directive. However, of note is the fact that the Austrian Presidency of the Council does not view the Directive as a priority and so deliberations between the Member States and the European Parliament are not expected to start until after 2019.

More broadly, the Parliament voted:

- To move toward “polluter pays/user pays” principle by ensuring that vehicles are charged according to actual road use and the pollution they generate: road charging imposed by member states would need to become distanced-based from 2023 for heavy-duty vehicles and larger goods vans (over 2.4 tonnes) and from end of 2027 for light duty vehicles (vans and minibuses)
- To encourage the wider use of environmentally-friendly vehicles by requiring Member States to set different road charging rates based on CO2 emissions

- To require Member States applying road use charges to heavy-duty vehicles and larger goods vans, to also apply traffic-based air or noise pollution charges from 2021 and to other vehicle categories from 2026.

FIVA action: the Legislation Commission will provide ANFs advice to lobby their national Governments to also support the historic vehicle amendments.

European Parliament considers the revision of the Motor Insurance Directive

The European Commission's proposal to revise the Motor Insurance Directive is now being considered by the European Parliament and European Council (see October 2017 and August-September 2018 EU issues updates). The concern remains that the definitions in the proposal are not sufficiently clear with the prospect that vehicles used for motorsports and also vehicles which are registered but not used (such as historic vehicles which are undergoing restoration, or are one of a public or private collection, or are only used during select months of a year) may be covered by the Directive. FIVA and other motoring organisations have called on the European Parliament's Internal Market Committee to amend the text during its on-going deliberations to make clear that the Directive does not cover these vehicles.

FIVA Action: FIVA will continue to work with other interested parties, notably FIA, to ensure the views of historic vehicle owners and motor sports organisations are understood by the decision makers.

European Parliament Historic Vehicle Group meeting

The EPHV Group met on 17 October. Matters discussed included the European Commission's work on urban vehicle access regulations (see July EU issues update). During the discussion, the Chair of the group, Bernd Lange MEP, explained that in June he tabled a question to the European Commission to the effect:

There are currently various rules that apply to low-emission zones in the EU. These rules not only differ from one EU Member State to another, but also sometimes between zones within the same country. One of these rules concerns the ownership and use of historic vehicles. It may be the case that drivers whose historic vehicles have been granted exemption in their home country then enter other low-emission zones without realising the different rules of this particular EU Member State or town and are required to pay a high fine for allegedly unlawful driving. Could the Commission therefore answer the following questions:

1. How can these specific rules be made more obvious so that such situations can be avoided?

2. What does the Commission think of a rule that stipulates it is the requirements of the vehicle's home country that apply across all low-emission zones, rather than the requirements of the country or town that the driver is currently in?
3. How can the Commission achieve a consistent exemption for vehicles of historical interest (as per their Europe-wide definition in Directive 2014/45/EU) for low-emission zones across the entirety of the EU and generally work to combat the patchwork of rules that currently apply in the various European low-emission zones?

The answer given by Transport Commissioner Bulc in September was: *“In order to make urban vehicle access regulations more obvious, information to travellers is of primary importance. In this context, beside the online platform, information should be available and accessible in standardised data format, for further re-use in particular by travel information service providers. The Commission is therefore stimulating the related data provision through standardisation work and funding. In addition, the Commission services have started to work with Member States, cities and stakeholders to find a common approach regarding Urban Vehicle Access Regulations (UVARs) in the EU that should result in publication of a non-binding guidance document in 2019. The issue of possible exceptions, such as historic vehicles, should be included in this work.”*

The Group also discussed the drafting of a brochure examining the impact on the future of the historic vehicle movement of the changing mobility environment. This work is looking specifically toward a time when zero-emission autonomous vehicles dominate the roads with the possibility that the majority of these vehicles will be owned by companies offering mobility as a service to consumers. The Group wants to ensure that the historic vehicle movement and regulators are aware of the possible impact of these changes on the preservation and use of historic vehicles so that positive action can be taken to ensure that historic vehicles have a place on the roads of the future and so that the ability to preserve and use historic vehicles and our motoring heritage is not an unintended victim of technological change. The brochure will be presented at a reception in the European Parliament on 20 November.

INFORMATION

Commission launches public consultation on Connected and Automated Mobility

The European Commission has launched a public consultation on the use of spectrum and cybersecurity for Connected and Automated Mobility as a part of its work to exploit the potential benefits of the evolving mobility environment with the objective to make transport safer, cleaner, cheaper and more accessible – notably to the elderly and to people with reduced mobility.

Member states fail to agree car CO₂ limits

The Austrian Presidency of the European Council officials has failed to achieve agreement between the Member States on the car CO₂ emissions reduction after 2020 with a divergence between those concerned about impacts on jobs and the industry and those wanting for limits meeting the ambitions of the Paris Agreement. The Member states were also unable to agree measures to encourage manufacturers to market greater numbers of zero- and low-emissions vehicles such as battery electric cars or plug-in hybrids.

However, the Presidency has announced that the Member States have agreed to work towards a “green deal” for mobility. The ‘Graz Declaration’ calls for more ambitious and transformational policies to meet the Paris objectives and tackle air pollution and specifically calls for a faster introduction of low- and zero-emission vehicles and the development of charging infrastructure.

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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.