

## EU ISSUES UPDATE

AUGUST-SEPTEMBER 2019



### OPPORTUNITIES FOR DIALOGUE

#### **Urban Vehicle Access Regulations – publication of Guidance is delayed**

The anticipated publication of European Commission UVAR Guidance will not now happen until after the European Commissioners designate have been approved by the European Parliament which will not be until the end of October. The Guidance had been expected before the summer but it will now be for the new Transport Commissioner to determine the approach to be taken. The new Commission is due to be in post on 1 November, but following the European Parliament's rejection of Romanian Transport Commissioner designate Rovana Plumb and Hungary's Laszlo Trocsanyi (on the grounds that their financial affairs pose potential conflicts of interest), Romania will now have to propose a new candidate for the Transport Commissioner post.

The delay to the UVAR Guidance comes as research of 250 LEZs across the EU by the environmental group T and E claims that PM10 emissions have fallen by up to 4% in 82 German cities, NO<sub>2</sub> has fallen between 12% and 22% in Lisbon, and that NO<sub>2</sub> has fallen 32% in Madrid. The report also identified EU cities which are already on course to implementing zero emissions zones, including Amsterdam, parts of London, Madrid (see below Information) and Paris. However, the report also found the effectiveness of different LEZ schemes varied according to design, with factors such as size, stringency, enforcement, and exemptions.

*FIVA action:* in light of the increasing number of LEZs and increasing pressure from lobby groups for LEZs, FIVA must continue its work at the EU, national and local level to explain the rationale and appropriateness of schemes exempting historic vehicles from LEZ provisions.

#### **Consultation on the End of Life Vehicles Directive**

In August the European Commission published a consultation on the application at Member State level of the End of Life Vehicle Directive. FIVA will use the opportunity to make a submission to stress to the European Commission the core principle that a vehicle can only be categorized as an ELV if that is the wish of the owner. FIVA's position will be substantiated by highlighting specific areas of concern:

- Barn finds – such as for example the large number of vehicles found in rural France in 2015 and which had been owned by Roger Baillon; many of the vehicles were sold for preservation at auction and it would have been unacceptable if the collection had been compulsorily scrapped when it was first found
- Vehicles not on the highway – if a vehicle is not on the highway or otherwise creating an public nuisance there should be no compulsion for its destruction
- Vehicles without registration documents – lack of documentation should not be reason for a vehicle’s destruction
- Scrappage schemes - if a museum or other voluntary organisation becomes aware that a vehicle of cultural interest vehicle is about to be scrapped by its owner under a scrappage scheme, it should be allowed to intervene before the vehicle is declared as End of Life, in order to acquire and preserve it
- Cross-border sales - the owner of a vehicle resident in one Member State, whether or not the vehicle is on the Member State’s national register, and whether or not it is roadworthy, should be entitled to transfer ownership of the vehicle to a recipient in another Member State without the receiving Member State deeming the vehicle to be ELV on its arrival within its territory
- Spare parts – unknown identity or status of dismantlers or the unknown identity of the donor vehicle in non-Member States should not be a barrier to the supply of spare parts for use in historic vehicles.

FIVA action: Legislation Commission to make a submission

### **European Parliament Historic Vehicle Group**

The first meeting the new European Parliament Historic Vehicle Group will take place on October 16 under the continued Chairmanship of Bernd Lange MEP. The agenda of the meeting will be devoted to explaining to new members the objectives and past actions of the Group and outlining the regulatory, technical and social challenges for the preservation and use of historic vehicles in the coming years.

FIVA action: ANFs are to make their MEPs aware of the meeting and its agenda.

### **INFORMATION**

#### **Madrid scraps LEZ**

The incoming Madrid city council has confirmed the election promise it made in May to replace the Madrid Central LEZ with a series of measures including: a free north-south bus line, the

provision of 600 new electric buses by 2027, grants to buy new, cleaner vehicles and the gradual extension of restrictions on private vehicle access to new areas of the city. It also plans to create additional parking space for private vehicles in the city centre, to reduce the cost of city-centre car parking and to remove restrictions on some commercial and multiple-occupancy private vehicles. The new mayor claims that these actions will achieve compliance with EU requirements and will lower NO<sub>2</sub> levels by 15% more than the existing LEZ, cutting emissions by 30% by 2023. Last year, the European Commission had taken Spain to the European Court of Justice in part because of NO<sub>2</sub> levels in Madrid. In response, the Spanish Government has just submitted to Brussels its national air pollution control programme with the declared intention of seeking to avert potential ECJ penalties.

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The FIVA Legislation Commission members are: Tidde 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.