

EU ISSUES UPDATE

AUGUST-SEPTEMBER 2021



OPPORTUNITIES FOR DIALOGUE

FIVA contributes to Urban Mobility consultation

In September, FIVA used a European Commission consultation *on The New Urban Mobility Initiative* to reiterate that:

“Historic vehicles are our motoring heritage which should to be preserved for future generations to enjoy. We urge the Commission to ensure that measures to improve urban mobility do not unnecessarily deter or prevent the historic vehicle use thereby leaving this heritage behind. Historic vehicles are used little by their owners, very rarely in urban traffic and more rarely still in peak urban traffic. However, some owners do live in towns and cities and so do need to be able to drive in or out of regulated areas. Considering these facts, exemptions from access regulations for historic vehicles are appropriate.”

MEP asks Commission to support historic vehicle sector

In June, Italian MEP Matteo Adinolfi tabled a Written Question to the Commission titled: Possible measures to support the vintage car and vehicles of historic interest sector asking:

The vintage car sector has grown by almost 200 % in the past decade, confirming a fast expanding trend, with the number of people drawn into the sector, whether collectors, enthusiasts or just people who love these cars, constantly rising.

The first thing to be considered in order to understand better the size of this business and the income it brings in, is the cost of maintaining these vehicles. This alone amounts to several billion euro per year in total across the EU countries. When set alongside the cost of buying the vehicles in the first place and then restoring them – which in itself provides work for thousands of specialist mechanics, panel beaters and craft workers – this accounts for over half the sector’s overall turnover. To this should then be added income from direct tourism (owners transporting the vehicles and driving them during privately-arranged tours, rallies or other events) and from indirect tourism (from fans visiting fairs,

exhibitions and demonstrations, including historic car races, through to the meals and overnight stays these entail).

The sector is growing constantly and while it did slow it down during the past 18 months due to the pandemic, it is ready to start up again now.

This being so, what measures will the Commission take to support this sector which employs thousands of people across the EU and through its direct and indirect turnover acts as a driving force for the economy in many Member States?

Commissioner Breton (responsible for the Internal market and support for small and medium sized enterprises) responded in September stating that:

The Commission acknowledges the positive contribution of the vintage car and historic vehicle sector in terms of economic growth and job creation in the wider context of the Mobility ecosystem. The Commission is however not considering specific measures in favour of this sector. The specificity of this sector is already recognised in the context of the EU legislation, allowing Member States to grant specific exemptions on the grounds of proportionality, e.g. in the field of periodical technical inspections¹. The fair and non-discriminatory access to repair and maintenance information is also ensured by the type approval framework legislation. The sector can in any event benefit from the measures provided in the context of the Next Generation EU Recovery plan in order to safeguard jobs (SURE mechanism) as well as general measures on skills development as foreseen on the European Skills Agenda 2020³ or in the Erasmus+ programme.

FIVA Action: FIVA has since met with Mr Adinolfi and will continue its actions seeking support for the sector.

INFORMATION

WHO and EU air quality limits to be reduced

In September, the World Health Organization (WHO) announced significantly lower recommended limits for harmful air pollutants in order to protect public health and at the same time criticised EU limits for air pollution for being far less ambitious than the WHO suggests. However, the EU is reviewing its the Air Quality Directive and proposals for new limits are expected next year. The EU air quality limits are used by Member States and local authorities as the basis for urban vehicle restrictions and charging such as low emission zones.

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The FIVA Legislation Commission members are: Lars Genild (Chairman), Giuseppe Dell'Aversano, Wolfgang Eckel, Carla Fiocchi, Peeter Henning, Laurent Heriou, Johann König, Stanislav Minářík, Bob Owen, Bert Pronk, Kurt Sjoberg, Harit Trivedi and Andrew Turner of EPPA works with the Committee.