

## EU ISSUES UPDATE

FEBRUARY 2022



### OPPORTUNITIES FOR DIALOGUE

#### **EU programme on UVARs makes clear that historic vehicles can be exempted from LEZs**

The European Commission's DG MOVE has confirmed to FIVA that the European Commission will not be issuing Urban Vehicle Access Regulation Guidance – and so will not be making a broad recommendation to authorities that they may exempt historic vehicles from the provisions of Low emission Zones.

However, the Commission continues to work on UVARs – primarily through research projects – and notably the REVEAL project which is focusing on 6 cities: London, Bielefeld (D), Helmond (NL), Padova (I), Vitoria-Gasteiz (E) and Jerusalem. The project's purpose is *to support UVAR implementation in six pilot cities and develop a tool to help other cities decide what UVAR measures may be appropriate for them and what to be aware of when implementing*. As a part of its work, it is producing a number of guidance documents on specific UVAR-related topics and has published one on "exemptions and permits". Included in the document is a list of vehicles which can be exempted from Low Emission Zones in order to avoid *financial impact on particular groups and to avoid disproportionate costs for high-cost vehicles that are rarely needed in the area*. Included in the list is a category "Specific expensive low-mileage vehicles" which are then defined as:

Widely used when such vehicles are needed. These include off-road going vehicles which are allowed to drive on the highway, mobile cranes, concrete mixers, mobile suction machines, show/circus vehicles, agricultural vehicles, (non-commercial) historic vehicles.

This is welcome news as the document can be used by ANFs to support efforts to ensure that historic vehicles are exempted from LEZs being implemented in their country.

*FIVA action:* FIVA will amend its LEZ Toolkit to reflect this positive news – the Toolkit will provide the necessary references and weblinks to the document.

#### **FIVA re-commits to the European Road Safety Charter**

FIVA has submitted its Drivers' Guide (the FIVA Guide for the responsible use of historic vehicles on today's roads) to the European Commission as evidence of its Commitment to the European Road Safety Charter. The Document has been published on the ERSC website.

## **European Commission consultations**

The European Commission has published 3 consultations of possible interest to FIVA and its members. They address:

- The repair and reuse of goods: as the preservation and use of historic vehicles is a prime example of repair and re-use, FIVA will take the opportunity to explain that historic vehicle owners are not only preserving motoring heritage for future generations to enjoy, but are following one of the key tenets of sustainability in the process: re-using vehicles and preventing waste. FIVA will further argue that the environmental impact of vehicles should be determined not just by their emissions but by a “cradle to grave” calculation and so can also promote the preservation of young-timers which in the near future will be historic vehicles.
- The Directive on Cross Border Rules. The consultation does not include questions directly relevant to the historic vehicle movement, but given that historic vehicle owners are regular cross-border tourers, FIVA will contribute its views where appropriate and also share the consultation with ANFs.
- The Drivers’ Licence Directive. Included in the multiple-choice questions are a couple on category D age limits and C+D equivalences which may be of interest to utilitarian vehicle owners. FIVA will contribute and also share the consultation with ANFs.

## **INFORMATION**

### **France exempts historic vehicles from Low Emission Zone provisions**

Following the adoption of the French LEZ legal framework in 2019, 4 cities have implemented LEZs: Paris, Rouen, Reims and Nice. The French ANF, supported by other organisations, has been working with the authorities and as a result has ensured that historic vehicles are exempted from the provisions in each. Four other areas/cities are currently drafting LEZ measures (Grand Paris, Strasbourg, Toulouse and Lyon) and it is expected that exemptions will be applied to historic vehicles in these zones as well. These successes are particularly important as a 2021 Climate and Resilience law now provides that all urban areas of more than 150,000 inhabitants will have to issue a LEZ decree before 2025 in order to reduce air pollution – this will affect 33 towns and cities. Following further work by the ANF, this law includes a report by the Ministry for Ecological Transition on “the conditions for the circulation of vintage vehicles in low-emission zones mobility” which notes the economic and cultural benefits of the preservation of motoring heritage. Further to this, the French Government has also decided to create, in the short term, a specific vignette for collector vehicles in order to facilitate the application of the exemption measures.

### **EU adopts new Road charging Directive**

The EU institutions have now formally adopted the new Road Charging Directive. It primarily addresses road charging for heavy goods traffic but also allows for the implementation of

common rules by member states of road-charging for buses, vans and passenger cars using trans-European transport (TEN-T) network roads.

The aim of the new rules is to move road charging from a time-based model to distance-based or an actual kilometres-driven system, to better reflect the polluter-pays and user-pays principles as originally outlined in the Transport White Paper. In case Member States apply the Directive's measures to passenger cars, FIVA ensured that the Directive includes provisions stating that Member States may treat historic vehicles differently and favourably to other vehicles in order to preserve motoring heritage.

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