

## EU ISSUES UPDATE

JUNE 2021



### OPPORTUNITIES FOR DIALOGUE

#### **EP Transport Committee HV amendments for Report on Sustainable and Smart Mobility**

Members of the European Parliament Transport Committee have tabled amendments to Mr. Ertug's Report on the European Commission's Sustainable and Smart Mobility Strategy (see December 2020 EU Issues update). The Strategy gives a sense of the changing road transport environment in which historic vehicles will be increasingly distinct to the newer vehicles powered by batteries and assisted or controlled by smart technology. As historic vehicles are our motoring heritage and as the heritage needs to be preserved for future generations to be able to enjoy, FIVA's ANFs explained to their national Transport Committee MEPs the need to help ensure that historic vehicles have a place on the roads in this changing mobility environment. As a result, 2 amendments have been tabled to the Report. One was tabled by the Rapporteur and Bernd Lange (the Chair of the EP Historic Vehicle Group) – it reads:

*[The EP] Recognises that our cultural heritage is represented by historic vehicles and that the preservation of this heritage is linked to the use of these specific vehicles on public roads in a limited way; proposes therefore that synthetic fuel could be an environmentally friendly fuel for historic vehicles and the mobility strategy and possible legislation should take into due account the legal definition of a historic vehicle provided among others by Article 3(7) of the EU Roadworthiness Testing Directive 2014/45/EU and should give enough space for the use and maintenance of this heritage;)*

The other was tabled by members of the Renew Europe Group (Søren Gade, Caroline Nagtegaal, José Ramón Bauzá Díaz, Jan-Christoph Oetjen, Dominique Riquet). It reads:

*[The EP] Recognises the cultural heritage of historic vehicles. Therefore, urges the Commission to preserve the value of historical vehicles when legislating in the field of transport, in order to safeguard the European historical vehicle fleet;*

Other amendments of interest include MEPs calling for a “well-to-wheel” approach to emissions standards instead of a “tank-to-wheel” and some adding references to “low-emission” and “sustainable” and “synthetic” fuels whenever zero-emission fuel targets are referenced.

One amendment is problematic - tabled by the Green Group it states: “[The EP] Calls for a ban on the export from the EU of second-hand vehicles that do not possess a road safety certificate or have emission standards lower than Euro 5, given the impact the export of these vehicles has on road safety, emissions and pollution in third countries”. ANFs have already been explaining to their national MEPs that the wording of this amendment presents problems to the world-wide sale of historic vehicles and hope to ensure it is amended to make clear that the intended provision does not apply to historic vehicles.

The Committee is expected to vote on the Report after the Summer break.

**FIVA action:** in advance of the vote, the Legislation Commission will ask ANFs to lobby their MEPs to support the 2 HV positive amendments and will urge that the amendment calling for a ban on the export of older vehicles does not apply to historic vehicles.

## **INFORMATION**

### **Member States call for a transition to zero-emission vehicles**

Denmark submitted a paper to the EU’s June Transport Council stating that the EU must provide clear direction and a clear legal framework to business and consumers for the EU wide phase-out date for petrol and diesel cars and vans so that member states can develop national plans for phase-out dates, as well as initiatives to support charging infrastructure. The message was supported by Austria, Belgium, Greece, Ireland, Lithuania, Luxembourg, Malta and the Netherlands – which had sent a similar message to the European Commission earlier in the year. The Member States made clear the direction is necessary in order to reach the EU’s target of becoming climate neutral by 2050 and reducing net domestic greenhouse gas emissions by at least 55 percent by 2030 and to meet the European Green Deal objective of reducing transport emissions by 90 per cent by 2050.

### **EP Transport Committee adopted report on road safety**

The EP Transport Committee has adopted a report which notes that robust measures are needed to meet the stated goal of zero deaths on European roads by 2050 and so:

- calls for the Commission to come up with a recommendation to apply safe speed limits, such as maximum speed of 30km/h in residential areas and areas where there are high numbers of cyclists and pedestrians

- calls for the Commission to set a zero-tolerance drink-driving limit, highlighting that alcohol is involved in around 25% of all road fatalities
- welcomes the recent revision of the General Safety Regulation which will make new advanced safety features in vehicles such as intelligent speed assistance and emergency lane keeping systems mandatory in the EU as from 2022
- asks the Commission to consider the incorporation of a “driving safe mode” for mobile and electronic devices of drivers in order to inhibit distractions while driving
- calls for tax incentives and attractive motor insurance schemes for the purchase and use of vehicles with the highest safety standards
- calls on the Commission to establish a European Road Transport Agency to support sustainable, safe and smart road transport.

### **European Commission research partnerships**

European Commission has joined a series of partnerships with industry with funding over €8 billion from Horizon Europe to pursue innovative solutions on a large scale – three of the partnerships are road transport related:

- European Partnership towards Zero-emission Road Transport (2Zero) which aims to accelerate the development of zero-emission transport
- European Partnership for Connected, Cooperative and Automated Mobility which aims to accelerate the implementation of innovative, connected, cooperative and automated mobility technologies and services
- European Partnership for Batteries which aims to support the development of a European research and innovation ecosystem for the design and production of batteries for the next generation of both stationary and mobile applications.

### **FIM has published a sustainability report**

The Report can be found at: [https:// sustainability.fim-moto.com/1-1/](https://sustainability.fim-moto.com/1-1/)

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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 Minářik, Bob Owen, Bert Pronk, Kurt Sjoberg, Harit Trivedi and Andrew Turner of EPPA works with the Committee.