

## EU ISSUES UPDATE

MAY 2021



### OPPORTUNITIES FOR DIALOGUE

#### **FIVA responds to a consultation for a new EU Urban Mobility Framework**

FIVA has responded to the European Commission's "Roadmap" for a new EU Urban Mobility Framework (see April 2021 EU Issues update) to use the opportunity to:

- Reiterate the definition of a historic vehicle;
- Agree with the comments made in the roadmap that *Member State engagement at EU level on urban mobility has proved insufficient...and that the EU level framework lacks a basis for high level exchanges*. And express concern that the EU recognizes that measures to address the urban mobility problems will be *piecemeal and [be implemented] in divergent ways at local, regional and national levels*;
- Also agree that *...there is a need for a more coordinated approach...* notably as there is no common Low Emission Zones (LEZs) framework and no common approach to the treatment of historic vehicles in LEZs;
- Note that this is demonstrated by the fact that in some LEZs, historic vehicles are exempted from provisions because of their low-use patterns, because they are well maintained and because HVs are our motoring heritage, but that in others, no distinction is made between an old and poorly maintained vehicle and a historic vehicle;
- Explain that if historic vehicles are not exempted, they can be charged disproportionately high fees or be banned from the LEZ. FIVA says this is unfair on historic vehicle businesses and owners living in LEZs and is unnecessary as the minimal use of HVs means their contribution to emissions is proportionately negligible;
- Note the roadmap calls for transparent communication of Urban Vehicle Access Regulations, but to also urge greater ambition so that commonality can be achieved for LEZs as its absence causes driver confusion – and urges the Commission to resume work on LEZ

Guidance as this would present the best chance of future LEZs having similar provisions and so benefit driver understanding and compliance and provide the opportunity to follow the recommendation of the 2017 study on UVARs undertaken for the Commission that: *local authorities exempt HVs from LEZs because of their minimal use in the regulated areas combined with their contribution to the preservation of motoring heritage;*

- Note FIVA's concern that the Roadmap states that its objectives *can lead to initiatives which create an enabling framework for Member States, regions and cities to develop...zero-emission urban mobility;*
- And so, reiterate FIVA's hope that the EU recognises that preserving heritage for future generations to enjoy does not need to be mutually exclusive to the objective to make urban mobility more sustainable and that providing dispensation to historic vehicles may be necessary in some circumstances, and that in those circumstances they are appropriate.

The European Commission will be hosting a series of workshops in June as a part of the consultation on the Roadmap. FIVA will attend the event which will focus on Urban Vehicle Access Regulations.

## **INFORMATION**

### **Madrid LEZ halted by court action**

The Spanish supreme court has struck down Madrid's low-emission zone, which was introduced in 2018, on the grounds that it does not fully comply with public information requirements or sufficiently detail the measure's economic impact. The legal action was started in 2018 by the then opposition Popular Party. The party now governs Madrid, and so will have to replace the LEZ with another initiative to ensure that Madrid's air quality meets the EU Air quality Directive limits.

### **Fit for "55" policy package**

In July, the European Commission is due to present its Fit for "55" policy package which will be a series of initiatives linked to the European Green Deal climate actions and in particular the planned 55% net carbon emissions reduction target for 2030 as compared to 1990 levels.

In advance of the announcements, a number of organisations are making associated policy statements:

- During a recent conference, representatives of the European vehicle industry trade association, environmental group Transport and the Environment, the European Consumers Group, the chief of staff to Commissioner Frans Timmermans and the chair of the European Parliament Environment Committee have all indicated that 2035 may be the best date for ending the sale of fossil-fuel cars and vans in the EU.

- A study commissioned by Transport and the Environment has concluded that the upfront cost of all electric vehicle classes could fall below their fossil fuel counterparts by 2025-27 – so long as production continues to increase.
- Fuels Europe has published a paper which suggests it recognises that electric vehicles will come to dominate Europe’s roads, but that notes that investments in low-carbon liquid fuels for cars and vans are a “no-regret option” and that the use of low-carbon liquid fuels is the most efficient way to cut emissions from vehicles with an internal combustion engine and to allow the optimisation of the implementation plan of infrastructures for electricity and hydrogen. The group is encouraging the European Commission to support the uptake of low-carbon fuels primarily through revisions to the Renewable Energy Directive.

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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.