

EU ISSUES UPDATE

NOVEMBER 2021



OPPORTUNITIES FOR DIALOGUE

EU Council agrees road charging text and recognises the need to preserve motoring heritage

In early November, the EU Council (the Member State Governments) agreed its text of the Road Charging Directive. This text has been negotiated between the EU institutions since the European Commission made its proposal in 2017. The core provisions of the agreed text are that it phases out the time-based vignettes for the charging of heavy-duty vehicles on the core TEN-T network to a system based on the “polluter-pays” and “user-pays” system – i.e. charging will be determined by the type of vehicle and road used. Importantly, the Directive *allows* (does not require) Member States to extend the scheme to passenger cars. The measures provided therefore are designed to ensure that if Member States do choose to levy charges, they must follow certain common rules laid down in the Directive.

FIVA and the ANFs lobbied the Member State Governments and the European Parliament during the institutional review process to ensure that historic vehicle use is not penalised with disproportionately high charges if road charging is imposed – the rationale being that unnecessarily and unfairly high charges will deter use and so result in the loss of motoring heritage. Another consideration is that the emission output of some historic vehicles may not be able too be calculated. As a consequence of this work, the Directive specifically addresses historic vehicles to allow Member States to treat them differently if road charging is implemented – notably to *safeguard the union’s automobile heritage*. The relevant provisions are:

- Recital 28: To help safeguard the Union’s automobile heritage, Member States should be able to place vehicles of historical interest in a special category for the purposes of adjusting the various charges payable under this Directive
- Article 2. 1. 23: 'vehicle of historical interest' means a vehicle that is of historical interest within the meaning of Article 3(7) of Directive 2014/45/EU of the European Parliament and of the Council
- And 2 articles (7c 3 and 7gb 4) addressing the detail of charging and allowing Member States to treat Historic Vehicles differently for pricing/charging purposes.

The text will now be considered by the European Parliament – first in the Transport Committee and then, for final agreement, in Plenary early next year.

INFORMATION

Car makers' association concern about EV infrastructure

The European Automobile Manufacturers' Association (ACEA) has alerted the European Union institutions to its concern that there are far too few electric vehicle chargers throughout the EU and that very few of them can actually charge vehicles at an acceptable speed. Its intervention is in the context of consideration of the Alternative Fuels Infrastructure Regulation proposed by European Commission under the 'Fit for 55' climate package. ACEA has claimed that out of 225,000 public chargers currently available in the EU, only 25,000 are suitable for fast charging. While the high-capacity fast chargers can replenish a battery with an hour, all others can take upwards of 8 hours. ACEA's concern is that this failing will deter the take up of electric vehicles – making the point that "Charging should be as convenient and simple as refuelling is today".

ACEA is therefore urging the European Parliament and the Council to significantly strengthen the Commission's proposal in order to ensure a dense network of charging and refuelling infrastructure, including sufficient numbers of fast chargers in each EU member state by 2030.

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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.