

EU ISSUES UPDATE

OCTOBER 2019



OPPORTUNITIES FOR DIALOGUE

European Parliament Historic Vehicle Group

The first meeting the new European Parliament Historic Vehicle Group took place on 16 October under the continued Chairmanship of Bernd Lange MEP. The MEPs who attended, Anna-Michelle Asimakopoulou (Greece), Anna Bonfrisco (Italy), Andrey Novakov (Bulgaria) and Pernille Weiss (Denmark), are all new to the Parliament as all other previous members did not return to the Parliament after the May elections. A number of other MEPs have expressed interest but were unable to attend due to prior commitments. During the meeting, Bernd Lange explained the history of the Group and stressed both the cultural value of historic vehicles and the economic value historic vehicle movement. He also noted the achievements of the Group during the previous term:

- The definition of a historic vehicle in the Roadworthiness testing Directive and in the Customs Code
- Recognition in preliminary European Commission work on Urban Vehicle Access Regulations that historic vehicles should be exempted from provisions of Low Emission Zones to avoid disproportionately high charging or bans
- European Parliament support for amendments to the road pricing Directive to treat historic vehicles as different to other vehicles for the purposes of “polluter-pays” road pricing to avoid disproportionate and unnecessarily high charging /km driven
- Positive dialogue with the European Commission to allow the continued use of spare parts and treatment processes for historic vehicle restoration which may require substances regulated by REACH: chromium trioxide (necessary for chrome plating) and lead (necessary for batteries) are already on the REACH list.

FIVA then detailed a forward look of the regulatory issues which are likely to be of interest to the Group in the coming Parliamentary term – notably the EU Transport policy objective that by 2050 there will be no more conventionally-fuelled cars in cities and its associated policies designed to discourage use of older or more polluting vehicles, designed to change driving

habits, designed to make vehicles cleaner and safer, and designed to encourage the use of cleaner technologies, highlighting:

- Low Emission Zones - and the expected Guidance which the European Commission is due to publish to encourage commonality of LEZ conditions to reduce driver confusion. The Group will write to the new Transport Commissioner (when appointed) to introduce the Group and to urge that the Guidance includes the recommendation that historic vehicles be exempted from LEZs as was already suggested in a 2017 study for the European Commission
- The European Commission's proposed Directive for polluter-pays road pricing - which is still being considered by the Institutions and where political support will continue to be necessary to ensure that the EP position adopted in the last term that HVs should be treated as different to other vehicles for road pricing
- The regulation of ITS (vehicles communicating with other vehicles or with road infrastructure for road safety, efficiency or charging purposes) - which may lead to historic vehicles being unrecognized in a future traffic environment populated by autonomous and emission-free vehicles
- That the European Commission will continue to expand the list of substances banned or regulated under the REACH chemicals regulation – some of these substances may be necessary for the authentic renovation, maintenance and preservation of the vehicles
- Policy on Alternative fuels – political support will be necessary to ensure that fuels needed by historic vehicles remain available for sale as alternative fuels become prevalent and electric propulsion becomes more common
- The need to be continually alert to other threats to the preservation and use of historic vehicles which may not be anticipated.

FIVA also distributed the drivers' guide and noted its recently agreed position on the electrification of historic vehicles. The members all agreed with the position and each of them also contributed to the broader discussions noting the reasons for their interest in the group.

INFORMATION

European Parliament blocks chromium trioxide authorisation

The European Parliament voted on October 30 against a European Commission decision to allow a range of companies to use chrome plating material chromium trioxide because of its carcinogenic properties. The position was supported by the Greens and the Socialist party whose votes just beat those of the centre right parties which opposed the move. The position calls on the European Commission to recognise that the authorisation is too wide-ranging to

comply with REACH requirements – noting that safer alternatives are available for some of the stated uses. The Commission will now have to respond to this EP position.

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The FIVA Legislation Commission members are: Tidde Bresters (Chairman), Wolfgang Eckel, Carla Fiocchi, Lars Genild, Alain Guillaume, Johann König, Stanislav Minářík, Bob Owen, Christos Petridis, Claudio dal Savio, Leon Vrtovec and Andrew Turner of EPPA works with the Committee.