

EU ISSUES UPDATE

October 2020



OPPORTUNITIES FOR DIALOGUE

European Commission consults on next steps for the End of Life Vehicles Directive

Further to the report in the August/September EU Issues Update on the ELV Directive, the European Commission has published a “Roadmap” based on the findings of the Evaluation Report and is seeking third party comment. FIVA will contribute its views which will centre on:

- The need for a definition of an ELV in the Directive which makes clear that the determination of an ELV is the prerogative of the owner; and if a requirement is to be placed upon owners to declare a vehicle an ELV upon its reaching the end of its life, there must be the possibility to avoid ELV status so the potential for it to become a historic vehicle remains
- Clarification as to the role of vehicle registration in an ELV decision
- Safeguards to allow export of historic vehicles in the case of a ban on the export of old vehicles (including those which are not roadworthy)
- The need for a system to recognize/appreciate that repair values for historic vehicles may be disproportionate to the vehicle value
- Safeguards to ensure the possibility of the preservation of parts for further use in historic vehicles; and safeguards to ensure dismantling for restoration does not cause the vehicle to be classified as an ELV.

INFORMATION

European Commission consultation on new vehicle emissions

The European Commission is consulting on plans for stricter CO₂ emissions standards for cars (amongst other measures to reduce greenhouse gas emissions) with a view to increasing pressure on the car manufacturers to switch to electric vehicle production. While new emission standards were only adopted last year, the Commission believes that further intervention is

necessary to ensure that both the new 2030 CO₂ target and the 2050 climate neutrality objective are met. The existing legislation sets CO₂ reduction targets of 15% (as compared to 2021) for cars and vans to be achieved from 2025, and of 37.5% for cars and 31% for vans to be achieved from 2030. As well as considering a tightening of these targets, the commission is also looking for feedback on ways to “incentivise and preference zero- and low-emission vehicles.

Public Health Alliance Study into impacts of air pollution

A study undertaken by the European Public Health Alliance based on data from 432 cities in the EU, the UK, Norway and Switzerland has concluded that the costs of air pollution as a consequence of premature deaths, medical treatments, lost working days and other health costs due to exposure particulate matter (PM), ozone and nitrogen dioxide (NO₂) totals €166 billion. In the breakdown, the study found that the greatest costs incurred in London with €11.38 billion in collateral damage, followed by Bucharest (€6.35 billion) and Berlin (€5.24 billion); while on a costs per capita basis five of the top 10 cities are in Italy (citizens of Milan, Padua, Venice, Brescia and Turin face average financial impacts of between €2,843 and €2,076). Studies such as this are intended to influence/steer policy development and in that context, the EPHA secretary general commented when the study was published that “To a large extent, the situation can be influenced by transport policies and cities can reduce costs by switching to zero-emission urban mobility,” and called for the replacement of “oil-based transport with more sustainable, active and zero-emission alternatives, particularly walking, cycling and clean vehicles”.

European Commission considers its chemicals strategy

The European Commission has published a Chemicals’ Strategy for Sustainability which has the aims to better manage non-compliance and the use of the most toxic substances and to promote innovation. A key objective is to replace the multiple assessments under different legislations with ‘one substance, one assessment’ in order to ensure that the use of the most harmful substances is prevented in consumer products with generic risk assessments being extended to food contact materials, toys, childcare articles, cosmetics, detergents, furniture and textiles, with plans to extend the approach to chemicals affecting the immune, neurological or respiratory systems and specific organs. It also sets out a “zero tolerance approach to non-compliance” to ensure that unlawful REACH registration dossiers are revoked. The strategy links to the European Green Deal and the chemical producers’ association has noted that a successful strategy should strike a better balance between simply banning chemicals based on their hazardous properties and enabling the technology solutions to make the Green Deal a reality; while the trade association FuelsEurope has regretted “the narrow focus on substitution of hazardous substances and the shift towards the broader use of generic risk management” and the strategy’s “one-size-fits all solution” to assessing chemical mixtures.

Urban Mobility Conference aims for zero-emission mobility

The move toward zero-emission urban mobility was the focus of the first *Urban Mobility Days* Conference held at the beginning of October and which brought together 2000 experts for a virtual debate under the theme 'zero-emission mobility for all'. It focused on solutions to make mobility in cities and towns more sustainable, with a view to making Europe a carbon-neutral continent by 2050, as set out in the European Green Deal. The European Commissioner for Transport, Adina Vălean, opened the meeting, and while she focused on the impacts of the Covid pandemic on urban mobility, she made clear that the overarching ambition remains to use all tools available to work toward the goal of zero-emission urban mobility and concluded by noting that the Commission will publish its Sustainable and Smart Mobility Strategy (see July and September EU issues Updates) before the end of the year and that it will address means to achieve this objective.

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The FIVA Legislation Commission members are: Lars Genild (Chairman), Giuseppe Dell'Aversano, Wolfgang Eckel, Carla Fiocchi, Laurent Heriou, Johann König, Stanislav Minářík, Bob Owen, Christos Petridis, Kurt Sjoberg and Andrew Turner of EPPA works with the Committee.