



Opportunities for engagement

European Commission – new College of Commissioners proposed by President Von der Leyen

On 17 September, European Commission President Ursula von der Leyen, who has been elected for a second mandate, presented the structure and portfolios of the proposed new College of Commissioners. Of interest to FIVA, the proposed [Culture Commissioner Glenn Micallef](#) (Malta) will have the responsibility of developing a “more strategic policy approach to culture, embedding it in our overarching policy goals”. Other relevant Commissioners for the HV movement will be [Commissioner Wopke Hoekstra](#) (Netherlands) responsible for Climate policy, [Environment Commissioner Jessika Rosswall](#) (Sweden) and [Transport Commissioner Apostolos Tzitzikostas](#) (Greece). Each of these Commissioners needs to be confirmed by the European Parliament in a hearing in the next few weeks. European Commissioners conform the EU executive branch (“EU government”) known as the European Commission. They function similarly to a national government’s cabinet, each responsible for a specific policy area. Each of these Commissioners needs to be confirmed by the European Parliament in a hearing in the next few weeks (4 November – 12 November). Following successful confirmation hearings, the President-elect will present the College of Commissioners and their programme at the European Parliament’s plenary (Dec-Jan as tentative dates).

FIVA will engage with the new Commissioners as soon as they are confirmed by Parliament. We will share with them our Roadmap for the Protection of Historic Vehicles. European ANFs are kindly invited to contact their respective national Commissioner as soon as they are confirmed by Parliament.

Developments

End-of-life vehicles proposal – EU Council confirms discussions for further exemptions

The EU Council has made public a progress report on the [ELV proposal](#) of 28 June, which points at further exemptions for vehicles of cultural value. While ‘vehicles of historical interest’ have been already excluded from the regulatory scope of the proposal, additional exemptions are included in Part C of Annex I for vehicles of **special cultural interest**, and for cases where the vehicle owner decides to **restore** it back to a roadworthy condition, despite the costs of repair significantly exceeding its market value: “*Competent authorities in the Member State of registration [...] may exempt a vehicle that is considered as an end-of-life vehicle [...] when the vehicle concerned is subject to restoration, upon request by a vehicle owner*”. Negotiations in the Council are however not final and a general position needs to be reached among Member States. The European Parliament is expected to resume legislative work on the file in the next few months.

Madrid High Court annuls Low Emission Zones

On 17 September, the Superior Court of Justice of Madrid [annulled the provisions of the Ordinance of the Madrid City Council on Low Emission Zones](#). Among the reasons alleged by the appellants, the judges of the Court have finally accepted the arguments that alluded to certain deficiencies in the impact reports prior to its approval. Specifically, the judgment understands that the environmental impact report does not assess alternative or less restrictive measures. The ruling issued is not yet final and may be appealed by the City Council, but it highlights the necessary balance in decisions with public impact, such as those related to mobility, which must carefully weigh values like environmental protection and citizens’ rights.

The FIVA Legislation Commission members are: Lars Genild (Chairman), Giuseppe Dell’Aversano, Loïc Duval, Wolfgang Eckel, Michail Filippidis, Carla Fiocchi, Peeter Henning, Johann König, Stanislav Minářík, Bert Pronk and Kurt Sjöberg. Gabriel Lecumberri of EPPA works with the Commission.