



Opportunities for engagement

New EU General Product Safety Regulation (GPSR) – FIVA expects further clarity on exemptions for HVs

On 13 December, the [new EU General Product Safety Regulation \(GPSR\) entered into force](#). The GPSR imposes stricter obligations on economic operators marketing consumer products in the EU, including enhanced information, labelling, and tracking requirements, to address “safety risks linked to new technologies and the growth of online sales”. While it is FIVA's understanding that the trade of HVs' spare parts and related products should be exempted from the GPSR due to existing exemptions available for heritage items and products explicitly marketed as collectibles or intended for restoration purposes, the European Commission has not yet published the expected 'specific guidelines for economic operators,' which are important for providing clarity on the potential applicability of the GPSR to HVs.

FIVA's Legislation Commission is engaging with the European Commission and national authorities to confirm the scope of the new GPRS. If necessary, FIVA will issue guidelines for ANFs, clubs and enthusiasts on how to benefit from exemptions and navigate the new rules under the GPSR, where applicable.

Developments

New EU Law on cross-border exchange of information on road-safety-related traffic offences

On 16 December, the EU adopted a [new law amending the 2015 directive on cross-border exchange of information on road-safety-related traffic offences](#). The revised Directive aims to increase compliance of non-resident drivers with additional road-safety-related traffic rules, and streamline mutual assistance procedures between member states in the cross-border investigation of road-safety-related traffic offences. The Directive provides Member State authorities with access to each other's vehicle registers via an electronic information system that enables the identification of the presumed non-resident offender. The new EU Directive expands its scope to include further offences such as hit-and-run cases, dangerous overtaking, dangerous parking, and wrong-way driving or use of overloaded vehicles. Member States will have 30 months to transpose the revised Directive into their national legislation.

End-of-Life Vehicles (ELV) – Member States discuss progress of ELV legislative file

On 17 December, [the EU Environment Council discussed](#) the revision of the End-of-Life Vehicles Directive (ELV) as part of the legislative procedure on the new EU ELV Regulation. Of interest, the inclusion of heavy-duty vehicles (HDVs) and motorcycles within the Regulation's scope garnered broad support among Member States. This would not apply to vehicles of historical interest as these are excluded from the proposal. In parallel, the Parliament is working on the file and is expected to publish a first legislative report by 21 January.

European People's Party (EPP) Position Paper on the Competitiveness of the Automotive Industry

On 11 December, the EPP Group [published](#) a Position Paper titled 'Securing the Competitiveness of the European Automotive Industry'. The EPP's key demands include reversing the 2035 internal combustion engine (ICE) ban to “recognise the role of alternative fuels, including e-fuels, biofuels, renewable or synthetic fuels, by providing explicit exemptions, accompanied by other measures such as introducing a carbon-correction factor, thus revising the ICE ban from 2035 onwards”. While the EPP position paper has no legal value in itself, it anticipates the EPP's position in view of the upcoming revisions of the EU CO2 emissions regulations and Climate Law.

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