



Opportunities for engagement

Chromium – European Chemicals Agency launches call for evidence for restriction of chromium (VI)

On 13 December, the European Chemicals Agency (ECHA) launched a [call for evidence on certain chromium \(VI\) substances](#) to support the preparation of a restriction proposal. This call for evidence is intended to gather information on costs and effectiveness of risk management measures to limit exposure to Cr(VI) as well as an analysis of the availability of alternatives. Chromium, along with lead, is an essential chemical substance for the authentic restoration and maintenance of HVs. The restriction proposal by ECHA may result in the European Commission adopting strengthened regulatory obligations to protect human health and environment when plating. This call for evidence is intended for private companies (manufacturers, suppliers, recyclers, downstream users, distributors, importers etc.), sector associations, scientific organisations, NGOs and other interested stakeholders. You can [submit a contribution here](#) until 13/02/2024.

FIVA defends a safe use of chromium by platers while advocating for the continued availability and accessibility of chromium trioxide for the purposes of cultural heritage restoration and maintenance of HV. The EU should adopt proportionate regulatory safeguards that do not expel EU-based chrome platers.

Developments

'Road safety' package – European Parliament Transport Committee rejects differentiated speed limits

On 7 December, the Transport Committee of the European Parliament [adopted](#) its report on the **Driving Licences Directive** by 22 votes in favour, 21 against and two abstentions. The Transport Committee proposes to introduce obligatory medical checks for licence issuance and renewal every 15 years for motorcycles, cars and tractors and five years for trucks and buses, the details will be determined by each Member State. A probationary period of at least 2 years is introduced for novice drivers. The Committee rejected the MEP Rapporteur Karima Delli's (Greens) proposal to establish a maximum speed limit for cars and motorcycles of 110 km/h overruling national speed limits and further differentiated speed limits for holders of A1, A2 licences, regardless of the general speed limits. The European Parliament vote in Plenary is expected in February, and then negotiations with the EU Council (which [adopted its position](#) on 4 December) should follow in March.

In parallel, as part of the Road safety package, too, both EU Council and Parliament have adopted their positions on the Cross-border exchange of information on road-safety-related traffic offences. [Member States are proposing](#) to expand the list of offences to include hit-and-runs, non-respect of rules at railway level crossings and non-respect of vehicle access restrictions.

Euro 7 – Council and Parliament strike provisional deal

On 18 December, the EU Member states and the European Parliament [agreed](#) on a new deal for Euro 7 regulation, with stricter limits for trucks but almost unchanged car rules and the same diesel standards as Euro 6.

European Parliament – support for Automotive Regions in transition

On 12 December, the European Parliament backed a non-binding [non-legislative report](#) urging a reorganisation of the EU Structural Funds to assist automotive regions highly impacted by green and digital transitions.

COP28 – call to move away from fossil fuels

On 12 December, the COP 28 talks [ended](#) with a deal among 200 countries that committed to "transitioning away from fossil fuels", without a concrete implementation plan.

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.