



Opportunities for engagement

Air Quality Directive – Reviewed Directive foresees further Low Emission Zones

On 20 February, the European Parliament and Council reached a [provisional agreement](#) on revising the EU Ambient Air Quality legislation. The revised directive covers air-polluting substances, including fine particles and particulate matter. In its indicative list of air pollution abatement measures, **low emission zones (LEZs)** and zero-emission zones (ZEZs) are foreseen. The text now needs to be formally ratified by both co-legislators.

FIVA defends common EU-guidelines for LEZs and other urban vehicle access restrictions (UVARs) to ensure a smooth intra-EU mobility without discriminatory rules against historic vehicles travelling across countries.

Developments

Road Safety Package – Parliament and Council agree on provisional text on cross-border traffic offences

On 12 March, the Council and the European Parliament reached a [provisional agreement](#) on the cross-border exchange of information concerning road safety-related traffic offenses with an expanded list of such offenses, including hit-and-runs, non-respect of rules at railway level crossings, etc. Further [changes](#) include defining the 'person concerned,' specifying the roles of national contact points and competent authorities and implementing safeguards to protect fundamental rights in processing road-safety traffic offenses. On urban vehicle access restrictions (UVAR), it was decided to include only those offences explicitly concerning road safety (e.g. school zones infringements) so it can be assumed that offences relating to Low Emission Zones are not covered by the norm. The provisional agreement will undergo voting in the upcoming plenary session of the Parliament and the subsequent Council meeting before officially coming into force.

In parallel, in April, the European Court of Auditors [published](#) a report emphasizing that the EU should intensify its efforts to achieve the goal of halving the number of road fatalities by 2030.

Euro 7 Standards – new Regulation adopted

On 13 March, the European Parliament adopted the provisional agreement reached with the Council on the Euro 7 regulation. The approved text, with 297 votes in favor, 190 against, and 37 abstentions, was significantly modified from its original draft due to concerns about increasing costs for consumers and industry. On 12 April, the Council ratified the text, which means that the [new legislation is formally adopted](#). The dates of application of the regulation will depend on the kind of vehicle concerned (e.g. 30 months for new types of cars and vans, and 42 months for new cars and vans).

New Euro standards primarily apply to new vehicles being manufactured. Thus, existing vehicles, including HVs, are generally not required to meet new Euro standards. However, Euro standards have been used as benchmark for establishing LEZs rules, and thus can impact HVs.

The Euro 7 regulation establishes rules for the exhaust emissions of road vehicles, but also for other types of emissions such as tyre abrasion and brake particle emissions. For cars and vans, the regulation keeps the existing Euro 6 exhaust emission limits but introduces stricter requirements for solid particles. For heavy-duty buses and lorries, the regulation imposes more stringent limits for various pollutants. In addition, Euro 7 introduces stricter limits for particle emissions produced when braking, with specific limits for electric vehicles.

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.