



Opportunities for engagement

European Parliament elections 6-9 June 2024 – the beginning of a new EU political cycle

Between 6-9 June, eligible voters from all 27 EU countries will elect 720 Members of the European Parliament (MEPs). Subsequently, the new Parliament will have to approve the President of the European Commission (proposed by the Council, i.e. the Member States) and the entire College of Commissioners (i.e. the EU Ministers). The reconstitution of these two main decision-making powers in the EU (Parliament – legislative, and Commission – executive) will mark the beginning of the new EU political cycle (2024-2029) and consequently the future of EU legislation affecting HVs.

In view of the upcoming political cycle (2024-2029), FIVA will engage with policymakers in the EU to provide them with regulatory recommendations to secure the future of HVs on the roads of tomorrow. These recommendations will be presented along with FIVA's Sustainability Strategy and the FIA-FIM-FIVA Manifesto.

EU Expert Group on Urban mobility – recommendations on Urban Vehicle Access Regulations

On 22 April, the EU Expert Group on Urban mobility [published](#) a recommendation report on best practices on Urban Vehicle Access Regulations (UVARs) for the European Commission and the Member States. These recommendations cover from UVAR typology to cross-border enforcement techniques. A suggestion that was considered, although not finally in the form of a recommendation, is to put in place an EU-wide list of exemption categories. *"This country-level or EU list of possible exemptions should include (a) exemptions that are always valid (e.g. people with reduced mobility), (b) optional exemption categories (e.g. historical vehicles)."*

FIVA will engage with the EU Expert Group on Urban mobility to defend EU-wide guidelines that ensure intra-EU mobility without discriminatory rules against HVs travelling across EU cities and countries.

Chromium restriction – ECHA workshop and new call for evidence

On 6 June, the European Chemicals Agency (ECHA) organised a [workshop](#) in the framework of the restriction proposal on chromium (VI). This follows the European Commission request to broaden the scope of the REACH restriction proposal to cover at least 12 chromium (VI) substances. Given the wider scope, ECHA has launched a [second call for evidence](#) in June (deadline 15 August) for stakeholders to provide input.

FIVA participated in the workshop and will submit its contribution in this second call of evidence to defend the essential use of chromium trioxide for HVs restoration and maintenance.

Developments

Euro 7 – Publication in the Official Journal of the EU

On 8 May, the Regulation (EU) 2024/1257 on Euro 7 was [published](#) in the EU's Official Journal. 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 indirectly impact HVs. 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.

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.