



Opportunities for engagement

New Air Quality Directive – feedback period opens

The European Commission has opened a feedback period following the publication of the proposal for the renewed Air Quality Directives on 26 October, which calls for strengthened standards on air pollutants (e.g. sulphur dioxide, nitrogen dioxide and oxide, particulate matter, ozone, etc.). The proposal does not provide EU-wide guidance on general requirements for Low Emissions Zones (LEZs). The feedback period will run from 27 October 2022 until 03 January 2023. All feedback received will be summarised by the Commission and presented to the European Parliament and Council with the aim of feeding into the legislative debate. [Link](#) to the initiative

FIVA will participate in the feedback period to recommend exempting HVs from LEZs due to their marginal use and their significance as part of our cultural heritage while conveying to the Commission the need for harmonised guidelines.

Developments

EU to strengthen CO2 emissions for new cars and vans including a mandate for zero-emissions by 2035

The Council and the European Parliament reached an agreement on stricter CO2 emission performance standards for new cars and vans: (i) 55% CO2 emission reduction target for new cars and 50% for new vans by 2030 compared to 2021 levels; (ii) **100% CO2 emission reduction target** for both new cars and vans by 2035. Every manufacturer would need to ensure that the average CO2 emissions from its newly registered vehicles do not exceed its annual emissions target. If manufacturers exceed emissions targets, they must pay a premium of €95 per gram CO2/km. Consequently, zero-emission vehicles will eventually become cheaper than vehicles running on fossil fuels. The proposal is part of the 'Fit for 55' package. **These rules do not affect existing vehicles, thus, current historic vehicles are not covered by the potential ban.** But they feed the debate to limit the use of fossil fuels. [Link](#) to the agreement.

FIVA should defend that an exemption for HVs is justified given their contribution to cultural heritage, their marginal use when compared to everyday vehicles and the fact that cultural heritage makes substantial changes much more complex on HVs. FIVA should maintain its endeavours with e-fuels as a potential option.

European Commission proposes new Euro 7 standards to reduce pollutant emissions

On 10 November, the European Commission presented a proposal for reviewed emission standards for new motor vehicles (Euro 7) calling for new limits for pollutants such as nitrogen oxides (NOx), carbon monoxide (CO) and various particulates. The rules on pollutant emissions are complementary to the rules on CO2 emissions. The newly proposed limit values for cars and vans roughly correspond to the level of previous Euro 6, whereas the ones for heavy commercial vehicles have been tightened. The proposal tackles emissions from tailpipes as well as from brakes and tyres. The Commission's proposal will be submitted to the European Parliament and the Council for its discussion and potential adoption. The new Regulation would enter into force in 2025 for new cars and vans, and in 2027 for new heavy-duty vehicles. Current historic vehicles are not covered by the new standards, although the upcoming Euro 7 contributes to achieving the stricter air quality standards proposed by the Commission in October and needs therefore to be monitored by FIVA. [Link](#) to the proposal

The FIVA Legislation Commission members are: Lars Genild (Chairman), Sébastien Berthebaud, Giuseppe Dell'Aversano, Wolfgang Eckel, Carla Fiocchi, Peeter Henning, Johann König, Stanislav Minářik, Bob Owen, Bert Pronk and Kurt Sjöberg. Gabriel Lecumberri of EPPA works with the Commission.