



Developments

Fit for 55: European Parliaments supports biofuels and renewable fuels of non-biological origin

The European Parliament's (EP) plenary between 12 to 16 September voted its position on the Commission's proposal for a new Renewable Energy Directive (RED III), which is part of the **'Fit for 55' package**. This proposal aims to adapt existing climate and energy legislation to meet the new EU objective of a minimum 55% reduction in greenhouse gas emissions by 2030.

More specifically, the EP agreed to raise the share of renewables in the EU's final energy consumption to 45% by 2030. The proposal defines sub-targets for sectors such as transport, buildings, and district heating and cooling; in the **transport sector**, the EP defends that deploying renewables should lead to a 16% reduction in GHG emissions (3% more than the Commission proposal), through the **use of higher shares of advanced biofuels and a more ambitious quota for renewable fuels of non-biological origin, such as hydrogen**. The EP also believes that soy oil should be blacklisted as a feedstock for biofuel production.

Although not directly targeting historic vehicles, the RED III proposal along with other 'Fit for 55' initiatives (e.g. new CO₂ Emission Standards Regulation) may have an impact on the motoring heritage protection, as they are increasing the regulatory pressure to limit the use of fossil fuels. Now that text has been adopted, the trilogue negotiations between the EP, the Commission and Member States will begin in the coming weeks, leading for an agreement to be found by the end of 2022 or early 2023.

[Link](#) (to the report adopted by Parliament).

FIVA should maintain its endeavours with e-fuels as a means of potentially reducing the use of fossil fuels and closely monitor indirect impact from other Fit-for-55 package initiatives.

Upcoming Proposal: Ambient Air Quality Directive coming in on 26 October

On 26 October, the European Commission's College will [discuss](#) the Revision of EU ambient **air quality legislation**. This revision aims to improve overall EU legislation for clean air. It is likely to make stricter air quality limits which will likely result in the proliferation of more **Low Emission Zones** (LEZs) to meet the new limits. Therefore, it will be important to monitor closely the release of the proposal in order to see whether the Commission gives any concrete guidance on LEZs which might shed light on how these could regulate the mobility of historic vehicles in cities.

[Link](#) (to the Commission's roadmap for the revision of air quality rules)

FIVA needs to recommend exempting historic vehicles 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.

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 Committee.