



EU issues briefing – March 2017

Low Emission Mobility: in July 2016, the European Commission published a policy paper for a “Low Emission Mobility” strategy which has the objective to continue to improve air quality, reduce noise levels, lower congestion and improve safety. It is designed to set clear guiding principles to help Member States to prepare for the future by considering policy options, by showing how initiatives in related fields are linked and by showing how synergies can be achieved. The main elements of the Strategy are aimed to:

- Increase the efficiency of the transport system by making the most of digital technologies, smart pricing and encouraging use of lower emission transport modes
- Increase the use of low-emission alternative energy for transport, such as advanced biofuels, electricity, hydrogen and renewable synthetic fuels
- Move towards zero-emission vehicles (defined as those with a tailpipe emissions below 50g/km – it therefore includes some plug-in hybrids, full electric cars and fuel cell)
- Further the actions of cities and local authorities which are pursuing low-emission alternative energies to reduce congestion and pollution.

All of these potentially impact on the future use of historic vehicles as vehicle-use/polluter pays pricing and technology push the policy agenda against the use or practicality of the use of older vehicles. FIVA continues to engage in all related discussions including:

Road tolling: the EU continues to work on a system to make road tolling across the EU more practical for users – specifically trying to achieve interoperability of the various systems used across the EU. A parallel objective is to push for a common system which is more precisely based on the polluter pays principle – i.e. which takes account not only of miles driven, but the emission standard of the vehicle. The Commission is expected to make an announcement in the coming months.

Low Emission Zones: the European Commission is due to publish LEZ guidance within the next few months. The paper will explain systems used across the EU and offer best practice recommendations to authorities planning to implement a LEZ. It is FIVA’s understanding that the Guidance will include a recommendation that historic vehicle always be exempted from LEZs. However, the documents will only be “Guidance” and it is not yet known whether the Commission will actively promote the recommendations. FIVA will therefore promote its use once it is published and whenever necessary.



EU Air Quality Directives

LEZs are implemented to meet the provisions of the Air Quality Directives. Changes continue to be made to the provisions. The European Parliament has called for a recent proposal to amend the 2003 Directive to (amongst other matters) state that:

- Member States should take account of the need to reduce emissions, in particular of nitrogen oxides and fine particulate matter, in zones and agglomerations affected by excessive air pollutant concentrations and/or in those zones and agglomerations that contribute significantly to air pollution
- The Commission should set up a European Clean Air Forum to provide input for guidance and facilitate the coordinated implementation of legislation and policies related to improving air quality. The Group should include competent authorities of the Member States at all relevant levels, the Commission, industry, civil society, and the scientific community. The Forum should exchange experience and good practices, including on emission reductions from road transport.

REACH - the registration, evaluation and authorisation of chemicals

- In September, the European Chemicals Agency's (ECHA) Risk Assessment and Socio-Economic Analysis Committees decided that the use of chromium trioxide is justified for six uses, including functional chrome plating, formulation of mixtures and surface treatment for various industries including aeronautics, aerospace, automotive and metal manufacturing. The decision includes the condition that the situation is reviewed more frequently than requested (each 4 or 7 years – depending on use – and by the CT Consortium) in order to manage risk control.
- The European Commission and the Chemicals agency are due to start work on a simplified procedure to authorise the use of substances of high concern for low volume uses or for use in legacy parts. To date, the ECHA have not made an announcement as to the timing of the work or of the consultation which is expected to support the work. The European Commissioner has confirmed to the EPHVG that ECHA will consult FIVA on the terms.
- The ECHA has proposed to include four lead compounds - lead monoxide, orange lead, pentalead tetraoxide sulphate and tetralead trioxide sulphate – on the authorisation list. Battery manufacturers are fighting the move as they say there are no alternatives. They also say that there is no risk of human exposure as all four compounds are transformed into other substances with only trace amounts present in the finished battery. Stefan has recently reported that there are other solutions (lithium) but they are not being widely pursued by the industry for numerous reasons (probably primarily cost). FIVA's concern is to understand whether the automotive industry will submit an application for use of the lead substances under REACH, and when the lithium alternatives might be a valid alternative for HV use.



Intelligent Systems for Transport (ITS)

The European Commission has been working with industry for many years now to develop ITS with a view to its role in enhancing road safety, the environment and mobility generally. In light of concerns that some ITS systems may not be compatible with historic vehicles, a 2010 framework Directive setting the principles for any future regulation on ITS included a recital stating that: *“Vehicles which are operated mainly for their historical interest and were originally registered and/or type-approved and/or put into service before the entry into force of this Directive and of its implementing measures should not be affected by the rules and procedures laid down in this Directive.”* FIVA continues to stress at all possible opportunities that technological advancement must not be pursued in such a manner that only ITS-compliant vehicles will be allowed on, or be able to use, public roads.

End of life vehicles

The European Commission recently issued a consultation on the “whereabouts” of End-of-life-vehicles – in order to strengthen the system which allows the identification of ELVs. FIVA responded to the consultation to stress that an unused vehicle should only be treated as “waste” once the owner decides that he/she no longer wants the vehicle and does not intend to sell/give the vehicle to a third party, and that the principle also applies to a de-registered vehicle and to parts and spares.

Registration of vehicles

In April 2012, the European Commission proposed a new vehicle registration Regulation designed to reduce the administrative burden caused by the need to re-register a vehicle if it/or the owner moves to another Member State. The Commission proposal did not address the (rare) problem faced when a historic vehicle has no documentation and is intended to be sold within the EU and therefore requires re-registration. In 2013, the European Parliament adopted an amendment designed to redress the situation. It reads: “For vehicles of historic interest as defined in Directive 2014/45/EU (the roadworthiness testing Directive), in the absence of a registration document, the competent authority may refer to available documented evidence concerning date of manufacture or first registration.” The proposal has made no further progress because it is being blocked by the member states.