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# **FIVA**

## **the future of historic vehicles**

**In a time of change**

**by Tiddo Bresters – FIVA President**

**Berlin, Parlamentskreis Automobiles Kulturgut, ~~13 March 2020~~ 3 July 2020**



# Agenda

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**FIVA and its mission and activities**

**FIVA's work in the area of legislation**

**Future challenges**

**Arguments and theses**

**FIVA's future orientation**



# Personal introduction Tiddo Bresters

- Born in Dordrecht / The Netherlands, living near Leiden / The Netherlands
- A “car guy” since the very beginning
- Owner of 4 “aircooled VW’s”, 3 of them purchased by my parents, 2 of them brand new
- Active in VW club life since 42 years
- Active in FEHAC, the Dutch historic vehicle federation, since 30 years
- Active in the FIVA Legislation Commission since about 2005, its chair since 2010
- FIVA President since 16 November 2019
- Legal experience in professional life, of which 18 years in global postal affairs, with UPU (“the FIVA of the posts”!)





# FIVA – Fédération des Véhicules Anciens

the only global historic vehicle organization  
**our mission: Preserving, Protecting, Promoting**

*yesterday's vehicles on tomorrow's roads*  
***driven by Passion !***



# Who are we?

**Founded in 1966, in Paris**

- ❑ **A federation of national associations of historic vehicle clubs**
- ❑ **Representing circa 2 million enthusiasts worldwide, in nearly 70 countries**
- ❑ **Connected with professionals too: OEM's, specialized companies, museums, media**
- ❑ **Recognized by UNESCO as the body for historic vehicles and related culture**

**UNESCO granted its official patronage to World Motoring Heritage Year 2016 - saying that: By promoting the living preservation of historic vehicles and passing on related technologies to future generations, FIVA has helped to enhance the value of this exceptional industrial heritage and has helped to foster intercultural exchange**







FIVA represents the interests of owners of all kinds of historic self propelled vehicles: cars, vans, mopeds & scooters, motorcycles, trucks, buses, military vehicles, and tractors



# FIVA's mission and its main actors

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**PROTECTING** - FIVA's **Legislation Commission** is tasked to ensure that the development of international and national legislation does not create an adverse impact to owners of historic vehicles and their use on public roads

**PRESERVING** - FIVA's **Technical Commission** is responsible for the FIVA ID Card system, the "passport" that is the ultimate proof of the owner's will to preserve the vehicle

**PROMOTING** - FIVA's **Events Commission** oversees historic motoring events, regularity and other, and thus sets the standards for events organized with respect for public interests like road safety and the environment, that contribute to the image of the historic vehicle movement.

## **PROTECTING, PRESERVING, PROMOTING**

FIVA's **Culture and Youth Commission's** **protects** by presenting historic motoring as a part of our common cultural heritage, helps **preserving** by involving the youth in enjoying historic vehicles. It **promotes** by projects and by dialogue with organizations in the culture section, **UNESCO** being the most important one.

Other Commissions: **Motorcycle and Utilitarian**, plus (temporary) project groups



# FIVA's tools and products

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## Culture

The **Torino Charter** aims to preserve and safeguard the history of vehicles including their engineering, form, functions and documented histories and their relationships with society and social environments; it follows the direction of the Venice, Barcelona and Riga charters, with their standards for the maintenance and preservation of historically significant buildings, watercraft and rail vehicles.

## Legislation

The **FIVA Guide for responsible use of historic vehicles on today's roads** advocates safe and environmentally friendly use, as an important contribution to keep the sympathy of society and the general public. It is based on the principle that every owner is an ambassador of the historic vehicle movement, whenever he or she hits the road or works on the vehicle at home.

## Technical and Events

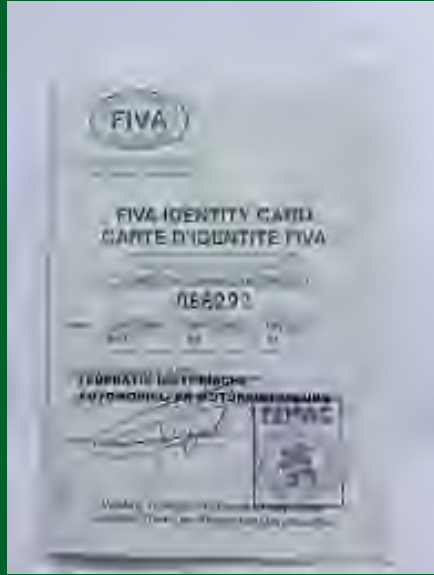
The **Technical Code** defines a historic vehicle in the spirit of FIVA, sets rules to classify them and describes the requirements under which FIVA can issue a **FIVA ID CARD**.

The **FIVA Events Code** with relevant Annexes helps to guide event organizers, and the **Stewards' Handbook** objective is to give guidance to **FIVA's Stewards** to monitor **FIVA Events**





# FIVA's strength: the whole is stronger than the sum of its components





# Some current activities

## Legislation Commission – FIVA's third socio-economic survey

- Worldwide
- Oriented at owners, clubs and businesses
- Launch: end of this summer, results end of the year
- In support of **Protecting**

## Culture Commission – International Youth Day competition

- Creative competition
- With the clear objective to rejuvenize the HV movement
- In support of **Promoting and Preserving**

## Technical Commission - Rolling out the digital ID card application

- Using current techniques allowing to grow the popularity of the card
- Tutorial for <distance-learning>
- In support of **Preserving**

## Communication – increasing FIVA's social media presence

- In support of **Promotion**



#FIVA happy chain : pictures and contributions from the FIVA community from all over the world, to keep the engines of passion revving in these difficult times



# Some FIVA legislation achievements

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## **2005 - wording in European Parliament resolution about the Road Safety Action Program (by initiative of Ari Vatanen, the former Finnish rally driver, then an MEP):**

- *(the EP) Is keen to preserve the cultural heritage represented by historic vehicles; therefore urges that planned legislation should take into consideration any unintentional but potentially negative effects on the use - and thus also the preservation - of historic vehicles;*

## **Directive 2010/40/EU of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport**

- *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.*

## **Directive 2014/45/EU of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers**

- *Definition of <vehicle of historical interest>: means any vehicle which is considered to be historical by the Member State of registration or one of its appointed authorising bodies and which fulfils all the following conditions:*
  - *it was manufactured or registered for the first time at least 30 years ago;*
  - *its specific type, as defined in the relevant Union or national law, is no longer in production;*
  - *it is historically preserved and maintained in its original state and has not undergone substantial changes in the technical characteristics of its main components;*





# Challenges beyond legislation .....

1. ever stricter legislation for new vehicles: to reduce emissions (clean air and climate) and for more road safety, resulting in an ever bigger gap between modern and historic vehicles
  2. at UN level and EU level: IPCC, the driving force of CO2 reduction measures worldwide; in response the EU's "Green Deal" aims at a zero-emission free EU in 2050; zero-pollution ambition as well
  3. society: influential international environmental groups and movements, with big media exposure, like "Fridays for Future"
  4. major cities, united in organisations and networks, and aiming at fossil-free cities from 2030 or earlier, very "pushy" since the corona crisis
  5. fuel quality, fuel availability and fuel price
  6. technical challenges: the rapid digitalization of road vehicles and road infrastructure; will hv to be allowed to drive in between autonomous vehicles?
  7. generation gap: different attitude to ownership and use of individual means of transport
- how to keep the support and sympathy from politicians and society?; a common approach is key!





# The EU Green Deal

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- **Shift to sustainable and smart mobility**
- **90% reduction in greenhouse gas emissions from transport by 2050**
- **Stricter car emissions and air quality standards – align with WHO**
- **Reinforcement of the “polluter-pays” principle**
- **Increase production of sustainable fuels**
- **1 million recharging and refuelling points for 13 mill zero/low emission vehicles by 2025**
- **Toxic-free - remove dangerous chemicals and develop sustainable alternatives**
- **All proposals will have to commit to the Green Oath principle of “Do no harm” (for instance exclusion of nuclear energy)**



# FIVA “in motion” = be ready for “in C.A.S.E.”



Connected



Shared



Autonomous



Electric

- With a common, simple message (**CULTURE!**)
- With eye and ear for what happens in society
- With passion: “E-motion”
- With an inclusive approach (Paris Declaration 2016!)
- With right facts and figures





# FIVA'S “lobbying” playing field

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- FIVA acts directly (only) at EU level
- At national level FIVA's members (ANF's) are responsible for interest representation

## 3 EU institutions to address

- EU Parliament
  - \* has become ever more important over time, may initiate and amend proposals
  - \* with European Parliament Historic Vehicle Group, an informal body, FIVA has “a foot in the door”
- EU Commission
  - \* executive and legislative power, also overlooks enforcement - things happen often first in the various Commission DG's, of which Transport (RO), Climate / “Green Deal” (NL), Environment (LT), “European Way of Life” (GR) and Culture (BG) are the most important for the hv world
- EU Council
  - \* Prime Ministers or Ministers of Member States - decision making body; majorities dependent of the subject; concept of “blocking minorities” – national interests versus overall EU interests

**Difference** between **Regulations** = directly applicable and **Directives** = to be implemented in national legislation



# Arguments

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## **Historic vehicles are part of a lifestyle**

- Ownership has great impact on the way of spending leisure time and savings
- Ownership adds to quality of life and so is an important factor in social life

## **Historic vehicles are used selectively and sporadically**

- The average annual mileage is less than 1500 km per vehicle
- 60% of historic cars are driven less than 1000 km per year
- They are rarely used for purposes other than leisure, so not used in urban areas in peak transport times
- 96% of historic vehicles have a petrol engine, the other 4% are diesel and liquid gas
- Contribution to total polluting emissions is neglectable, CO2 “footprint” is much better than perceived
- Taking part in events is the most important (42%) reason for ownership, others are nostalgia and doing mechanical work

## **Owners drive their vehicles with great care**

- As reflected in the very low insurance premiums which are offered to historic vehicle owners
- Preservation means careful and conscious so safe driving

Figures from 2014 research undertaken by market research company GfK, Delft University of Technology and Fontys University of Applied Sciences held in 15 EU countries, with response from nearly 20.000 owners, 1500 historic vehicle clubs and 1000 businesses





# Theses – our point of departure

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- ❑ FIVA follows the developments in technology, doesn't influence them
- ❑ FIVA helps to look back and to show and document the technology, design and style of 30 years and more ago
- ❑ FIVA is conscious of the fight for climate control and for reduction of emissions, and doesn't oppose these developments in general
- ❑ FIVA represents in average just 1% of the population, the challenge is to keep support / tolerance of the majority of the rest
- ❑ Most people have sympathy for historic vehicles, especially their design and appearance; for smell and sound there is less support
- ❑ We promote historic vehicles because they are time machines reflecting the skills and style of their time, each telling the story of their and our lives; it's much more than technical data!
- ❑ **it's all about the perception of our passion!**



# Theses – this is our socio-cultural world

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## Why we are “culture”?

- ☐ (Historic) vehicles bring joy and connect people since the very beginning (ACF: 1895)
- ☐ Our roots are the clubs of owners and other social networks of enthusiasts, our passion is a shared, common passion
- ☐ Most of these clubs and networks are non-profit oriented (“gemeinnützig) driven by volunteers (“ehrenamtlich”): board members, organizers of events, editors, webmasters, technical specialists
- ☐ The enthusiasts are the curators of a “driving / moving museum”
- ☐ Historic vehicles bring together people from all walks of life, from all parts of a country, and often from other parts of the world too
- ☐ Historic vehicles connect with parts of countries and regions that many don’t know
- ☐ All this means: our world shows similar features as other cultural activities
- **Clubs and networks bring social cohesion= social cement for society!**
- **Bans and prohibitions therefore endanger a culture, are an attack to individual owner’s rights, and also affect constitutional rights like the right of association and self-development / self-deployment**



# Theses – a valuable business sector as well

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- ❑ Clubs, organizers and enthusiasts contribute considerably to tourism and the leisure industry
- ❑ Businesses of all kind generate considerable employment and an impressive contribution to the BNP's (traders, restorers, suppliers of parts and accessories, insurances, historic motoring press, fair and event organizers)
- ❑ A lot of the employed are specialists keeping the knowledge and tradition of old crafts alive
- ❑ in many countries programs are in place to transfer the knowledge and technical processes of the past to younger generations (apprenticeship programs)
- ❑ When most historic vehicles would be in a museum this industry will not flourish anymore
- ❑ Without this industry much of Europe's rich motoring history won't be preserved



# FIVA's future approach – in 11 points

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1. **SMART planning of activities and targets, by General Committee, Commissions and Ambassadors**
2. **Offering better service to National Members, in form of suggested approaches for addressing common issues, like with templates and best practices**
3. **Fostering of a higher degree of activity by National Members, especially ANF's, for the 3 P's (Protecting, Preserving, Promoting) we stand for**
4. **Closer, bespoke cooperation with our Professional Members**
5. **Better visibility of FIVA at international, but certainly also national level**
6. **More frequent communication with, but also by the FIVA community**
7. **Focus on profiling mobile heritage as a cultural asset that needs to be protected**
8. **A program for engaging the younger generations**
9. **A program to reach a broader public in general**
10. **Set up of regional seminars for exchange of information and views**
11. **Further improvement of FIVA's internet and social media appearance**





# FIVA to become a stronger brand

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***“Your brand is what other people say about you when you’re not in the room.”***

- ☐ Because it's an unique international organisation
- ☐ Because it unites people all over the world
- ☐ Because it affirms the special position of the historic vehicle movement
- ☐ Because it has a clear message on responsible and road-safe use
- ☐ Because we have a lot of expertise “on the shelf”, on legislation, technical aspects, and events
- ☐ Because we also have the arguments and facts
- ☐ Because we have global standards for certification and events
- ☐ Because we are linked to several respected international organisations
- ☐ Because we can make true that we belong to the world of culture
- ☐ And a guarantee for (regularity) events that are organized according to the FIVA rules



# What we can do – will do

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- ☐ More visibility in the media
- ☐ A more pro-active approach - press releases, declarations (resolutions), dialogue (even with critical organisations)
- ☐ Increasing the exchange of knowledge, more communication on what our members do and achieve
- ☐ Direct engagement, jointly with our National Members in national lobbying issues
- ☐ Increase of offering of third party services, like expertise and products from our Professional Members, reduced entrance fees for fairs and events
- ☐ Promotion of (effective) CO2 compensation programs and less polluting alternative fuels
- ☐ More awards, for succesful work in culture, lobbying or in other areas
- ☐ Initiatives to become more attractive to young people



**Is this the future? .....**





..... Or this?







**Herzlichen  
Dank!**

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**2.10.1990, Thüringen/DDR**