

EU LEGISLATION UPDATE

February 2015



OPPORTUNITIES FOR DIALOGUE

Registration of motor vehicles

The European Parliament Internal Market and Consumer Affairs Committee has adopted additional amendments to its 2014 report on the Commission's proposal for a Regulation on the registration of motor vehicles in anticipation of restarting discussions with the member states in Council on the matter. The three amendments which aim to resolve the problems experienced by cross-border buyers and sellers of historic vehicles remain in the parliament text and will therefore be considered by the institutions during the forthcoming negotiations. The amendments are:

New recital: (6b) Certain vehicles of historic interest do not have complete original documentation because the vehicles in question have been discarded and then restored, because they were manufactured before Member State registration systems were established or because they were originally racing or military vehicles. Therefore, it is appropriate to enable those vehicles to be transferred legitimately from one Member State to another and re-registered by referring only to available documented evidence concerning the date of manufacture or the first registration, where those vehicles are at least 30 years old.

New Article 2.4(a) 'vehicle of historic interest' means vehicle of historic interest as defined in Article 3(7) of Directive .../2014/EU of the European Parliament and of the Council (Directive .../2014/EU of the European Parliament and of the Council of... on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L...) (2012/0184(COD)).

Amendment to article 4.2 (new words in bold italics): 2. The request to register a vehicle registered in another Member State shall be submitted to a vehicle registration authority and include the relevant parts of the registration certificate in accordance with Article 5(2) of Directive 1999/37/EC. ***For vehicles of historic interest, the request may include*** any other ***documented*** evidence ***concerning the date of manufacture or*** prior registration in another Member State.

FIVA Action:

- FIVA will meet with the newly appointed rapporteur for the Registration of Vehicles proposal, Dita Charanzová (ALDE CZ Rep), on 4 March to explain the context of the amendments – the meeting is necessary as she was not an MEP when the Committee originally adopted the amendments.

- FIVA will shortly circulate to ANFs information about the report with a request that ANF's lobby their respective member state Governments to support the amendments during the negotiations.

European Parliament Historic Vehicle Group meeting

The first meeting of the EP Historic Vehicle Group meeting will take place on 5 March. During the meeting, FIVA will detail to members the policy and regulatory issues likely to be relevant to the historic vehicle movement during the coming 5 year parliamentary term.

REACH

The European Commission has launched a consultation on the REACH process for the authorisation for use of substances in low volumes and for substances used in legacy spare parts. FIVA has been in discussion with the European Commission on the impact of REACH on the use of parts and processes for the renovation of historic vehicles and so will contribute to this consultation. FIVA will seek expert advice on the substances included in Annex XIV of REACH ("Authorisation List"). FIVA will also coordinate with the auto industry which is facing similar issues. FIVA understands that two substances on the list are needed for the restoration of vehicles and therefore may need special consideration : DEHP – which is used in wiring harnesses, hoses, trim strips, plastic parts, rubber bearings; and chromium trioxide which is necessary for many functional and decorative parts.

FIVA action: FIVA will coordinate with the auto industry; will make a submission and will encourage ANFs to also make submissions before the deadline of 30 April.

INFORMATION

France acts against diesel vehicles

France plans to introduce an air quality certification system that would rank cars according to their emissions. The cleanest cars will be able to enter zones where traffic is restricted due to air pollution concerns and will be able to benefit from privileges such as free parking and use of bus lanes. The Government also plans to offer the owners of old diesel cars subsidies to replace their cars. The measures are part of the government's drive to tackle air pollution and represent a bid to undo years of policy promoting diesel cars - two-thirds of French passenger cars run on diesel engines.

UK rejects parliament Committee call for diesel tax

The UK Parliament's Environmental Audit Committee published a report at the end of last year calling for an increase of tax on diesel vehicles to tackle air pollution and for a national framework for Low Emission Zones. In response, the Government has agreed to consider establishing a national low-emission zone (LEZ) network under air quality plans in place of the current locally-led action. However, the government refused to consider higher taxes for diesel vehicles choosing instead to focus on supporting cleaner vehicles and sustainable transport in a bid to reduce CO₂ emissions and improve air quality. The government said it was adopting a "fuel-neutral approach".

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The FIVA Legislation Commission members are: Tidde Bresters (Chairman), Claude Delagneau Wolfgang Eckel, Peter Edqvist, Carla Fiocchi, Lars Genild, Adalberto Gueli, Peeter Henning, Johann König, Stanislav Minářík, Bob Owen, Christos Petridis and Andrew Turner of EPPA works with the Committee.