



## **EU LEGISLATION UPDATE**

### **OPPORTUNITIES FOR DIALOGUE**

#### **European Commission proposes changes to the Firearms Directive with possible impacts on owners of historic military vehicles**

The European Commission has adopted proposals which include measures to ensure that deactivated firearms are rendered inoperable. One of the objectives is to impose stricter conditions on the circulation of deactivated firearms. FIVA is discussing internally to determine whether this measure will impact on the owners of military vehicles as the draft text proposes that the possession of the most dangerous firearms – even if they are deactivated – be banned in order to prevent malicious reactivation. The Commission has been developing the text during 2015, but the work was accelerated following the Paris terrorist attacks.

*FIVA action: the legislation Commission will seek advice from FIVA members owning military vehicles to determine if this is a potential concern and if so, to determine appropriate action.*

#### **REACH – FIVA seeks greater cooperation with the auto industry**

FIVA's Legislation Commission has opened informal discussions with representatives of the auto industry in order to seek information and support to manage the impact of REACH on the historic vehicle movement (see July EU Issues Update) to avoid any negative impact on the repair and restoration of historic vehicles. The auto industry has greater knowledge about the practical implications on the industry and so cooperation will be beneficial to FIVA. However, they too experience difficulties in identifying all spare parts which may fall under the provisions of REACH and because so many of the businesses which may be effected are very small enterprises.

*FIVA action: FIVA will maintain regular contact with the ACEA group, will continue to try to directly identify renovation/repair/maintenance businesses which can deliver to FIVA information and views of the operators; and will address the issues of most pressing concern: the application of REACH to chromium trioxide (used in chrome plating) by aiming to work with an already established consortium of more than 150 companies which was formed in 2012 to jointly develop draft applications for REACH authorization for uses of chromium trioxide.*

### **INFORMATION**

#### **VW scandal spreads to CO<sub>2</sub> emissions**

The debate about vehicle emissions stimulated by the VW scandal has developed to encompass CO<sub>2</sub> emissions as the company has now also admitted that it had wrongly claimed too low CO<sub>2</sub> emissions for some cars. The discussion is relevant to the historic vehicle community because it has exposed the fact that modern vehicles may not be as “clean” as expected – both in terms of pollution and greenhouse gas emissions: the former issue is a driver of the development and implementing conditions of low emission zones and the latter has driven the move toward diesel cars – which in turn has put pressure on manufactures to make diesel cars less polluting. The internal VW investigation has shown that “the CO<sub>2</sub> levels and thus the fuel consumption

figures for some models were set too low during the CO<sub>2</sub> certification process". The Environmental pressure group T&E said that the CO<sub>2</sub> admission provides further evidence of the need to reform the EU vehicle emissions testing procedure, including the introduction of an independent testing authority.

### **European Parliament Environment Committee wants to block car emissions rules**

A majority of members of the European Parliament's Environment Committee have indicated that they will vote to block the new vehicle pollution limits agreed by the Member States in October. The agreement on conformity factors would allow new diesel car models to exceed the latest Euro 6 NO<sub>x</sub> emission limit of 80mg/km by 110% for two years after the new testing procedures enter force in 2017, while car manufacturers would still be able to exceed the limit by 50% after 2019. If the Parliament as whole supports the Committee, the European Commission will be under pressure to develop an emissions test that ensures all cars approved for the market comply with the EU's pollutant limits.

### **Member States want weaker pollution laws**

The Member States are considering new and greater flexibility in the revised National Emission Ceilings (NEC) Directive to make it easier for them to comply. Low Emission Zones are often implemented in order to meet the conditions of the Directive. One proposal being considered would allow countries to breach their annual emissions reduction commitments during dry summers or cold winters, provided an average is met over three years. The proposal is for the three-year rule to apply if countries can demonstrate that adjusting energy policy to deal with the seasonal change "would lead to disproportionate costs, substantially jeopardise national energy security or pose a substantial risk of energy poverty for a significant part of the population". Environmental Groups are opposed to the actions saying that the flexibility would lead to significant health risks. The European Commission has set a target proposal of a 52% reduction in the health burden of air pollution by 2030 compared to 2005 levels.

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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.