

## EU LEGISLATION UPDATE



### OPPORTUNITIES FOR DIALOGUE

#### **European Parliament adopts report on Sustainable Urban Mobility**

At the beginning of December, the European Parliament (EP) adopted a report drafted by its Transport Committee on Sustainable Urban Mobility. When the report was first written by MEP Karima Delli, the draft included the recommendation “that Member States ban the use of diesel vehicles in urban areas by 2020 and that they should gradually reduce the use of petrol cars in urban areas by 2030, with a view to taking them out of cities completely by 2050.” However, after deliberations in Committee and in Plenary, the final and adopted report does not include this recommendation. Instead amongst its 63 recommendations, it refers back to the objective noted in the European Commission’s 2011 Transport White Paper by stating that the EP: **“Encourages the Member States to support the goals of the Transport White Paper of halving the number of ‘conventionally fuelled’ cars in urban transport by 2030 and of phasing them out in cities by 2050.”**

That paragraph goes on to say that the EP “invites cities to promote and support shifts towards alternative means of transport and less-polluting vehicles, taking into account their real carbon footprint with the view to achieving the EU targets of reducing greenhouse gas emissions by 60 % by 2050...”. Other relevant paragraphs in the report state that the EP:

(Paragraph 16): *Encourages the competent authorities to take preventive measures, in accordance with the precautionary and proportionality principles, to improve air quality in towns and cities and to guarantee that pollutant concentrations do not exceed the levels set in the World Health Organization guidelines; to that end, supports local setting-up of low-emission zones; stresses that it is the responsibility of the competent authorities to offer safe and healthy mobility solutions to their citizens...;*

(Paragraph 17) *Points out that there is a need for a holistic approach to air pollution in European cities; calls on the Commission, therefore, to put forward effective measures that enable the Member States to comply with the Ambient Air Quality Directive (2008/50/EC), notably by setting effective and ambitious emission ceilings for 2025 and 2030 under the National Emission Ceilings Directive (NEC), and by ensuring better coordination of measures under the NEC Directive and the Ambient Air Quality Directive, by setting ambitious car emission performance standards for 2025 and 2030 in a timely review of the CO<sub>2</sub> and cars Regulation (EC) No 443/2009, and by setting a clear timeframe for the implementation of Real-World Driving Emission Testing for private vehicles;*

(Paragraph 33) *Draws attention to the importance of the use of electric vehicles and vehicles powered by alternative fuels (second- and third-generation biofuels, hydrogen based on renewables, compressed natural gas (CNG) and liquefied natural gas (LNG)) for the reduction of emissions in cities ...;*

(Paragraph 37) *Recalls that Intelligent Transport Systems (ITS) make mobility safer, more efficient, environmentally friendly and fluid, and therefore calls on the Commission and the Member States to intensify efforts on ITS, including innovation and implementation in the fields*

*of provision of real-time travel information, highly automated vehicles, smart infrastructure and intelligent traffic signal systems; recalls the importance of ITS in providing accurate, real-time traffic and travel data, and therefore invites the Commission to bring urban mobility into the focus of the Digital Agenda...;*

**FIVA action:** FIVA is well aware of the actions to reduce the use of conventionally fueled vehicles in urban areas. While these actions are not directly aimed at historic vehicles, FIVA is aware that policy objectives and measures may impact on HV use. FIVA is therefore actively involved in all discussion at the European level designed to achieve a common approach to Low Emission Zones with a view to helping decision makers appreciate that:

- HVs are owned and driven for pleasure not necessity - their mileage is significantly lower than “every-day” vehicles and they are well maintained by their owners
- very few HVs have diesel engines (the primary target of many LEZs)
- HVs are not a part of the general transport mix in the context of the policy discussions on improving urban mobility because they are rarely used during peak traffic times
- The HV contribution to air pollution is therefore proportionately negligible, but that their cultural/heritage value is high.

During December, FIVA submitted further comment to the ongoing consultation by the European Commission on this matter (please see September 2015 EU issues update) to stress that the European Commission should provide guidance to member state authorities that historic vehicles can be and should be exempted from LEZ measures.

## **INFORMATION**

### **UK pushes for more low emission air zones**

The UK government has announced the introduction of Clean Air Zones (CAZs) for the cities of Birmingham, Leeds, Southampton, Nottingham and Derby which are to be implemented by 2020. The objective is for older diesel buses, coaches, taxis and lorries to pay a charge to enter the cities while cleaner vehicles will enter free. Broader measures will apply in Birmingham and Leeds, where measures will also cover older diesel vans and where park-and-ride schemes will have to be implemented and infrastructure for alternative fuels such as liquefied petroleum gas and electric recharging points will have to be provided. The Government was required to publish the plans by the end of 2015 following a UK Supreme Court ruling on a case brought by the environmental group *ClientEarth*, which stated that the government had not put in place sufficiently ambitious plans to comply with NO<sub>2</sub> limits set in the EU’s Ambient Air Quality Directive. Other UK cities will also be free to adopt CAZs, which will be divided into four classes, the strictest of which can cover private cars.

### **European Parliament Environment Committee looks at new diesel tests**

The European Parliament Environment Committee voted to block weaker diesel car emissions tests previously agreed by the Member states in December on the grounds that the decision to raise diesel car emission limits for nitrogen oxides (NOx) by up to 110% was neither “explained

nor justified". If the whole parliament agrees with the Committee in January, the European Commission will have to propose a fresh set of implementing regulations for the new real-world driving emissions test (RDE) by April 2016. The new rules are due to enter force in 2017. Under the member states' decision, carmakers will be able to exceed new diesel NOx emissions limit of 80mg/km by 50% permanently after 2019.

### **The 2015 United Nations Climate Change Conference (COP 21)**

The 2015 United Nations Climate Change Conference (COP 21) held in Paris reached agreement on a broad range of measures which give another clear indication of the intent of governments to take action to mitigate against climate change as a consequence of man-made actions. The Paris Agreement obliges the 195 signatory nations to limit global temperature rise to "well below 2°C above pre-industrial levels" and to undertake efforts to meet a 1.5°C goal. The agreements do not impact on air pollution as it is an agreement to reductions greenhouse gas emissions – but it is a part of the overall recognition by Governments that man-made pollution – CO2 emissions or sulphur dioxide (SO2), nitrogen oxides (NOx), volatile organic compounds, particulate matter (PM10 and PM2,5), lead, benzene and carbon monoxide and ozone, all need to be reduced to protect the planet and human health. Further actions to reduce CO2 emissions of vehicles and to reduce their use will therefore be an output of the overall agreement.

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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.