

AS

FEDERATION INTERNATIONALE DE L'AUTOMOBILE

Distribution: All Presidents of FIA
affiliated clubs, associations and
federations

26 November 2008

Recommendation concerning Historic Cars

Dear President,

The enclosed Recommendation was unanimously ratified by the General Assembly of the Fédération Internationale de l'Automobile (FIA) on 7th November 2008. It sets out the agreed position concerning an historic car, in particular the **Official Definition** relative to age, use, preservation and maintenance, and puts forward a **Recommendation** for the identification and use of such cars in urban areas.

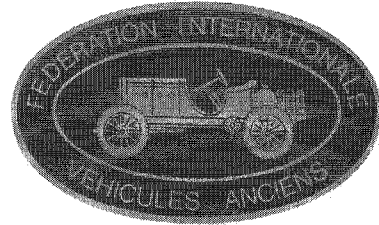
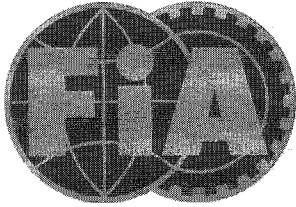
The paper provides important background on the place of such vehicles in the present debate on improving urban mobility, as well as the cultural and economic value of historic cars. It also explains how to consider historic cars within the context of a more general urban policy programme.

Since many countries are in the process of, or will soon be, developing policy concerning historic cars, we urge you to consider this paper and to discuss it with your national authorities to ensure they have a full understanding of the issue when preparing legislation regarding not only historic cars but also mobility, transport and related issues.

Yours sincerely,

Michel de THOMASSON
President
International Historical Commission
(CHI)

Enclosure: 1



**Fédération Internationale de l'Automobile and
Fédération Internationale des Véhicules Anciens joint
RECOMMENDATION
concerning the use of historic motor vehicles**

Introductory comments

The Fédération Internationale de l'Automobile was founded in 1904 under the name Association Internationale des Automobile-Clubs Reconnus as an international federation of automobile clubs. The FIA represents over 160 motor sport and touring clubs with over 120 million members world-wide (www.fia.com).

The FIA's objective is to establish a union between its members, chiefly with a view to maintaining a world-wide organisation which upholds the interests of its membership in all international matters concerning automobile mobility and tourism, and motor sport.

The Fédération Internationale des Véhicules Anciens (FIVA) was founded in 1966 as the international federation of historic vehicle clubs. FIVA has over one million members in 50 countries (www.fiva.org).

FIVA's principal objective is to further the preservation and use of historic vehicles and does so by identifying and classifying all historic vehicles; by providing links between clubs and groups of enthusiasts internationally; by promoting "regularity" rallies (i.e not racing), concours and touring events around the world; by stimulating public interest in preserving our motoring heritage; and by ensuring that legislation does not impact the preservation and use on public roads of historic vehicles.

By their nature, historic vehicles are owned by enthusiasts and preserved in historically correct condition. They are conserved and maintained for their technical, cultural and historical contribution to our common heritage. Those which are in road use are well maintained and not generally used as a means of everyday transport. A recent FIVA survey indicates that within the EU the most commonly accepted age threshold for historic vehicles is 30 years.

The European Commission's recent Consultation on Urban Transport outlines many possible actions designed to improve urban mobility. The FIA and the FIVA and their members agree that the broad range of these actions are laudable, however, this paper will only address the specific issue of interest/concern to the preservation and use of historic vehicles.

Vehicle use in urban areas

One of the foci of the consultation is vehicle use in urban areas – with the objective of identifying means to better manage traffic and promoting clean transport modes or clean vehicles for the overall benefit of the urban environment. The issues which motivate this debate are the desire to reduce traffic congestion; to reduce the number and severity of road accidents and to improve air quality.

Historic vehicles in the debate on improving urban mobility

Within this debate, older vehicles are often singled out as “culprits” of pollution. As a result some policy makers have expressed the view these vehicles should be removed from traffic or that they should be targets for reduced road/traffic access in order to improve air quality. The European Commission’s Green Paper notes that “...A gradual tightening up of these (minimum performance) standards over time could lead to a continuous process of upgrading or phasing out of old, heavily polluting vehicles.” Additionally, as pointed out in the Green Paper, some local authorities “restrict access to city centres on the basis of EURO standards.”

Historic vehicles

The FIA and the FIVA’s recently elaborated definition of a historic vehicle refers to the special characteristics of these vehicles defined not only by age but also by the ways in which these vehicles are used and maintained.

***Definition:** Historic Vehicles are mechanically propelled road vehicles which are at least 30 years old*, which are preserved and maintained in an historically correct condition, which are not used as a daily means of transport, and which are therefore part of the technical and cultural heritage.*

**Historic vehicles less than 30 years old that take part in an organised competition or event will be allowed to use the public roads subject to the consent of the local authority.*

There is therefore a real distinction between an “old” vehicle and an historic vehicle, which is:

1. Historic vehicles are well maintained. Historic vehicle owners have almost exclusively purchased their vehicle because of their interest and attraction to a specific vehicle. Indeed, it is not purchased primarily as a vehicle for “transport” purposes, but because the individual has specifically decided to preserve and enjoy a piece of motoring heritage. Historic vehicle owners will therefore undoubtedly take great care of their vehicle, meaning that they will devote time, energy and money into ensuring that the vehicle and its engine are well preserved and maintained.
2. Historic vehicles comprise only a tiny fraction of all road vehicles and road traffic: a comprehensive, multinational research project undertaken by FIVA in 2005-06 showed that historic vehicles account for 0.8% of the total number of motor vehicles on the road. Furthermore, because they are not used as day-to-day transport, their use is minimal. The same research found that historic vehicle use accounted for only 0.07% of the distance travelled by modern vehicles. With the exception of their use in motor sport, historic vehicles are rarely used for

purposes other than pleasure transport. As such, they are generally driven at weekends, and more importantly, rarely in urban areas during peak traffic times.

3. Historic vehicles are driven with care. In order to preserve and protect their vehicles, historic vehicle owners drive their vehicles while keeping safety very much in mind and enjoy an excellent safety record. This is reflected in the very low insurance premiums which are offered to historic vehicle owners.

The cultural value of historic vehicles

An additional effect of the FIA and the FIVA members' actions is that the collective motoring heritage is maintained for the public at large. The general public undoubtedly occasionally sees historic vehicles on public roads, which means that historic vehicle owners are in effect providing a free showcase of our technical and cultural heritage.

The economic value of the historic vehicle movement

The value of the historic vehicle movement is not just measured in terms of preserving heritage. The research project mentioned above also shows that:

- within the EU more than 9000 businesses employing 55,000 people generate their income by the provision of services and products to the historic vehicle movement - these businesses generated €16.66 billion in trade;
- over €4.9 billion was spent by historic vehicle club members on insurance, purchase of vehicles, fuel, maintenance, and other related items (magazines, books, models, clothes, etc.);
- private sales of historic vehicles by members totaled almost €760 million.
- overall expenditure by historic vehicle clubs was approximately €39 million.

As these figures show, the historic vehicle movement is not just a passion for enthusiasts, but is also a significant industry which contributes to the EU's economic growth and is comprised almost entirely of small and medium-sized enterprises.

Historic vehicles and urban policy

Historic vehicles are clearly not a part of the general transport mix in the context of policy discussions on improving urban mobility. However, they should definitely be a part of the debate because the broad term "older vehicle" is so often used to describe the vehicles targeted as one of the key culprits of pollution.

Because the distinction between the two is not always made, historic vehicles are still in some cases being singled out by local authorities as having to pay higher charges in Low Emission Zones (LEZs) or being banned from entering certain areas. The FIA and the FIVA believe that such action is unnecessary and, more importantly, unwarranted, because their minimal use means that their contribution to air pollution is in practice insignificant and in fact unmeasurable. Moreover, higher charges for, or bans on, historic vehicle use in LEZs would be especially unfair on owners living within the zones.

The FIA and the FIVA are therefore keen to protect historic vehicles from being unfairly, arbitrarily and unnecessarily impacted by any such restrictive measures.

FIA and FIVA members have made these points in discussions with local authorities and decision-makers across the EU in past years, when challenging potential bans or the imposition of disproportionate penalties on the use of their vehicles as a part of urban mobility policy measures. In many cases, the arguments have been well received and the potential threats have been avoided. Examples are:

1. A decision by the **German** Federal Parliament at the end of 2007 to the First Regulation on the Amendment of the Regulation on Low-Emission Vehicle Labeling with the effect that historic vehicles (in Germany they are classified with either an "H" licence plate or a red "07" historic vehicle license) are now allowed unrestricted access to any LEZ established by any local authority in Germany. This provision also applies to any historic vehicle over 30 years old from another EU Member State. The provision was agreed by the Parliament because it recognised that historic vehicles are not used enough to have an impact on the overall emissions footprint of a city.
2. The **Danish** Environment Protection Law of 22 December 2006 set in place provisions for the Community boards in Copenhagen, Frederiksberg, Aarhus, Aalborg and Odense to establish Environmental Zones for trucks and buses. The law explicitly states that these LEZs will not apply to vehicles registered in Denmark for veteran driving or which are registered elsewhere and are more than 30 years old.
3. The recently introduced LEZ of **London, UK** currently applies to all Euro III diesel trucks over 12 tonnes, and will gradually be extended to cover coaches and buses, and Euro IV medium and heavy trucks. However, all historic trucks and buses (defined as being made before 1973) are exempt from paying the charges levied on such vehicles.
4. Many **Italian** cities and towns are implementing LEZs and/or vehicle use restrictions. Of these some have exempted historic vehicles from the provisions including the Regione Veneto and the Regione Toscana.

Many towns and regions across the EU are imposing or planning to impose vehicle restrictions or are aiming to implement charging regimes which may have a disproportionate and unfair impact on historic vehicles. The FIA and the FIVA welcome the fact that the European Commission has acknowledged that:

"there is a risk of creating a fragmented patchwork of urban areas with new border lines across Europe. For example some authorities restrict access to city centres on the basis of EURO standards, others on a different basis",

and express the hope that the European Commission as well as the United Nations Economic Commission for Europe (UN ECE) take action to limit the development of a wide range of different measures across the EU and in other non-EU member states. The FIA and the FIVA believe that these two international bodies could do so by issuing guidance to the Member States and their local authorities with the objective of helping to "harmonise" urban traffic control measures, including devising systems designed to monitor results for the benefit of citizens all over the world.

Within that context the FIA and the FIVA urge the European Commission and the UN ECE to recognise the merits of the positions taken by the German and Danish Governments, Transport for London and the Italian cities listed above, with the hope that these bodies will adopt guidelines and recommendations for Member States/local authorities in order to avoid:

1. banned use of historic vehicles in zones/urban areas;
2. excessive charges levied on historic vehicles for entry into zones/urban areas.

In so doing, the EU and UN member states will be taking a proactive step which will not only ensure that historic vehicle owners are not unnecessarily impacted or disproportionately treated by measures designed to improve urban mobility but which will also further both the preservation of our global motoring heritage and the prospects of the small and medium-sized enterprises around the world which support the historic vehicle movement.

Finally, the FIA and the FIVA invite governments to consider integrating the following recommendation into their respective national legislation:

Recommendation

National Authorities are encouraged to ensure that no restrictive measures are taken either to limit or forbid the free movement of officially recognised Historic Motor Vehicles in designated zones or urban areas where and when motor vehicles are otherwise allowed access.

They are also encouraged to implement systems designed to facilitate the easy and inexpensive identification of these vehicles in order to ensure such official recognition.

Prepared jointly by the FIA and the FIVA
October 2008