

FIVA ha remitido el siguiente resumen de la comisión de legislación. Especial mención a las prohibiciones explícitas de uso del amianto en la reproducción de piezas para clásicos.

FIVA's Legislation Commission met in Turin

The task of the commission is to monitor developments in international and national legislation that have or may

have effect on the use or ownership of historic vehicles. The commission meets a couple of times per year. In the

last weekend of February FIVA's ANF in Italy, ASI, hosted the first commission meeting of this year, in its

beautifully situated headquarters "Villa Rey", overlooking the river Po and the whole city of Turin.

EU – Roadworthiness Testing Directive

The most important agenda item was the situation around the Roadworthiness Testing Directive of the European

Union. The European Commission is working on an amended version of the existing directive. It is expected that

it will have a specific regime for historic vehicles, like the current version has as well. But will it again be linked to

a certain, fixed year of first registration, like is the case today, for vehicles from before 1960? FIVA is in good

dialogue with the EU Commission on the matter, and has committed itself to give guidance to the Commission,

especially with regard to the definition issue. Because the Commission has raised the point that it wouldn't be

satisfactory, when just all vehicles from a certain age onwards would be treated more beneficially than more

modern vehicles. Via a survey under its members in the wider EU (including Norway and Switzerland) the

Legislation Commission got valuable insight in the various regimes in the EU, with regard to the question

whether criteria apply that make a vehicle a historical vehicle in a legal sense, and- if so - what

criteria are in

place. The main results of the survey soon will be published to FIVA-members.

The draft Roadworthiness Testing Directive is expected in the course of this year. FIVA's concerns concentrate

on the following three issues:

- will the principle remain, that the Roadworthiness requirements of the year of first registration of the

historic vehicle will apply?

- Will it be taken into account that modern testing methods and equipment not always can be applied for

historic vehicles?

- and, of course, which regime will come out for historic vehicles, in terms of frequency and / or total

exemption.

Asbestos

The availability of certain materials and parts necessary for the preservation and maintenance of historic vehicles

is one of the areas of attention of the Legislation Commission. Asbestos is a material, that the commission has

been dealt with already several times in the past. Since many years it is generally prohibited, in the European

Union, the United States and other parts of the world, because of the severe danger to health that exposure to

asbestos fibres may cause. FIVA's European Affairs consultant and lobbyist Andrew Turner (of EPPA in London)

noted that EU Member States need to implement a regulation on banning the manufacture, use and sale of

products with asbestos. Strictly interpreted this would mean a ban on use and sales of historic vehicles,

containing asbestos. The regulation however provides in an exemption for continued use and sales of products

that were already in use before 1 January 2005. Member States may implement this exemption in their national

legislation. FIVA's ANF's in the EU already were addressed, via a separate mailing, to check if and how this

exemption has been implemented in their country, and if necessary to ensure that historic vehicles are exempted

from this ban.

Tyres

The Legislation Commission took note that Regulation No 30 of the Economic Commission for Europe of the

United Nations (UN/ECE)--"Uniform provisions concerning the approval of pneumatic tyres for motor vehicles

and their trailers"-has an exception for the tyres designed primarily for the equipment for "vintage cars". Other

recently published Regulations on tyre approval of this UN Commission has exceptions for tyres for vehicles built

before 1 October 1990. This shows, that historic vehicles are taken into account by legislators, but as well that no

uniform approach is applied.

Surveys

The Legislation Commission stressed the need for regular supply by FIVA members of updated national data

with regard to historic vehicle legislation, for a good overview of the various situations, solutions and threats in

FIVA member countries. The Commission plans to distribute a new „Annual Report“ survey to members well

before Summer of this year. It was agreed, that FIVA needs as well reliable and actual statistical data, in first

place regarding numbers of registered historic vehicles per country, in relation to the total vehicle park . Members

will be invited to share the relevant data in this respect, if possible based on official sources .

Torino Charta

The final draft of this important FIVA document was published in November 2011 , under responsibility of a FIVA

working group. The Charta presents the main principles that need to be respected for recognition of a vehicle as

an historic vehicle and for its protection. Meanwhile the Torino Charta has caused a lot of discussion. Germany's

ANF ADAC even edited and distributed a new version, and presented it to the Legislation Commission. The

commission took a positive stand towards ADAC's proposal, especially because it is in line with other statements

of FIVA that legislators pay attention to, more specifically FIVA's historic vehicle definition and the Technical

Code. It is less detailed than the final draft, and the commission thinks that this will contribute to a wider

acceptance. But the commission expressed as well that the FIVA working group has to be consulted and invited

to give comments to ADAC's proposal.

Other issues

The Legislation Commission discussed a range of other issues as well, like environmental zones, road safety

and bio-fuels.

The Legislation Commission invites all FIVA members to share developments and concerns with regard to

upcoming or existing legislation in their country, that might be of interest for historic vehicles enthusiasts from

other countries, with the commission.

The next Legislation Commission meeting will take place in the city of Leiden (Netherlands), on 7 and 8 July

2012.

Tiddo Bresters

Chairman Legislation Commission