



FIVA

the future of historic vehicles

into roaring or boring twenties?

by Tiddo Bresters – FIVA President

Maastricht, Interclassics 17 January 2020



Agenda

FIVA and its mission

FIVA's work in the area of legislation

Future challenges

Arguments and theses



Personal introduction Tiddo Bresters

- Born in Dordrecht / The Netherlands, living near Leiden / The Netherlands
- A “car guy” since the very beginning
- Owner of 4 “aircooled VW’s”, 3 of them purchased by my parents, 2 of them brand new
- Active in VW club life since 41 years
- Active in FEHAC, the Dutch historic vehicle federation, since 30 years
- Active in the FIVA Legislation Commission since about 2005, its chair since 2010
- FIVA President since 16 November 2019
- Legal experience in professional life, of which 18 years in global postal affairs, with UPU (“the FIVA of the posts”!)





FIVA – Fédération des Véhicules Anciens

the only global historic vehicle organization
our mission: Preserving, Protecting, Promoting

yesterday's vehicles on tomorrow's roads
driven by Passion !



Who are we?

Founded in 1966, in Paris

A federation of national associations of historic vehicle clubs

Representing circa 2 million enthusiasts worldwide, in nearly 70 countries

Connected with professionals too: OEM's, specialized companies, museums, media

Recognized by UNESCO as the body for historic vehicles and related culture

UNESCO granted its official patronage to World Motoring Heritage Year 2016 - saying that: By promoting the living preservation of historic vehicles and passing on related technologies to future generations, FIVA has helped to enhance the value of this exceptional industrial heritage and has helped to foster intercultural exchange





FIVA represents the interests of owners of all kinds of historic self propelled vehicles: cars, vans, mopeds & scooters, motorcycles, trucks, buses, military vehicles, and tractors





FIVA's mission and its main actors

PRESERVING

The FIVA **Culture and Youth Commission's** aims are to present historic motoring as a part of our common cultural heritage and to involve the youth in preserving and enjoying historic vehicles. It is constantly looking at ways of promoting historic motoring and the importance of keeping these vehicles on our roads. How?, by projects and by dialogue with all kind of organizations in the culture section, UNESCO being the most important one, but also with many other stakeholders.

PROTECTING

FIVA's **Legislation Commission** is tasked to ensure that the development of international and national legislation does not create an adverse impact to owners of historic vehicles and their use on public roads

PROMOTING

The **FIVA Events Commission** oversees motoring events. The commission covers all matters concerning the organization, direction and management of such events within the FIVA specified regulations.

Other Commissions: **Technical, Motorcycle, Utilitarian**, plus (temporary) project groups



FIVA's tools and products

Culture

The **Torino Charter** aims to preserve and safeguard the history of vehicles including their engineering, form, functions and documented histories and their relationships with society and social environments; it accompanies the Venice, Barcelona and Riga charters, which set forth standards for the maintenance and preservation of historically significant buildings, watercraft and rail vehicles.

Legislation

The **FIVA Guide for responsible use of historic vehicles on today's roads** advocates safe and environmentally friendly use, as an important contribution to keep the sympathy of society and the general public. It is based on the principle that every owner is an ambassador of the historic vehicle movement, whenever he or she hits the road or works on the vehicle at home.

Technical and Events

The **Technical Code** defines a historic vehicle in the spirit of FIVA, sets rules to classify them in various groups and describes the requirements under which FIVA can issue a **FIVA ID CARD**.

The **FIVA Events Code** with relevant Annexes helps to guide event organizers, and the **Stewards' Handbook** objective is to give guidance to **FIVA's Stewards** to monitor **FIVA Events**



FIVA's strength: the whole is stronger than the sum of its components





Some FIVA legislation achievements

2005 - wording in European Parliament resolution about the Road Safety Action Program (by initiative of Ari Vatanen, the former Finnish rally driver, then an MEP):

- *(the EP) Is keen to preserve the cultural heritage represented by historic vehicles; therefore urges that planned legislation should take into consideration any unintentional but potentially negative effects on the use - and thus also the preservation - of historic vehicles;*

Directive 2010/40/EU of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport

- *Vehicles which are operated mainly for their historical interest and were originally registered and/or type- approved and/or put into service before the entry into force of this Directive and of its implementing measures should not be affected by the rules and procedures laid down in this Directive.*

Directive 2014/45/EU of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers

- *Definition of '<vehicle of historical interest>': means any vehicle which is considered to be historical by the Member State of registration or one of its appointed authorising bodies and which fulfils all the following conditions:*
 - *it was manufactured or registered for the first time at least 30 years ago;*
 - *its specific type, as defined in the relevant Union or national law, is no longer in production;*
 - *it is historically preserved and maintained in its original state and has not undergone substantial changes in the technical characteristics of its main components;*



Challenges beyond legislation

1. **ever stricter legislation for new vehicles: to reduce emissions (clean air and climate) and for more road safety, resulting in an ever bigger gap between modern and historic vehicles**
 2. **at UN level and EU level: IPCC, the driving force of CO₂ reduction measures worldwide; in response the EU's "Green Deal" aims at a zero-emission free EU in 2050; zero-pollution ambition as well;**
 3. **society: influential international environmental groups and movements, with big media exposure, like "Fridays for Future"**
 4. **major cities, united in organisations and networks, and aiming at fossil-free cities from 2030 or earlier**
 5. **fuel quality, fuel availability and fuel price**
 6. **technical challenges: the rapid digitalization of road vehicles and road infrastructure; will hv to be allowed to drive in between autonomous vehicles?**
 7. **generation gap: different attitude to ownership and use of individual means of transport**
- **how to keep the support and sympathy from politicians and society?; a common approach is key!**



The EU Green Deal

- **Shift to sustainable and smart mobility**
- **90% reduction in greenhouse gas emissions from transport by 2050**
- **Stricter car emissions and air quality standards – align with WHO**
- **Reinforcement of the “polluter-pays” principle**
- **Increase production of sustainable fuels**
- **1 mill recharging and refuelling points for 13 mill zero/low emission vehicles by 2025**
- **Toxic-free - remove dangerous chemicals and develop sustainable alternatives**
- **All proposals will have to commit to the Green Oath principle of “Do no harm”**



FIVA'S "lobbying" playing field

- FIVA acts directly (only) at EU level
- At national level FIVA's members (ANF's) are responsible for interest representation

3 EU institutions to address

- EU Parliament
 - * has become ever more important over time, may initiate and amend proposals
 - * with European Parliament Historic Vehicle Group, an informal body, FIVA has "a foot in the door"
- EU Commission
 - * executive and legislative power, also overlooks enforcement - things happen often first in the various Commission DG's, of which Transport (RO), Climate /"Green Deal"(NL), Environment (LT), "European Way of Life" (GR) and Culture (BG) are the most important for the hv world
- EU Council
 - * Prime Ministers or Ministers of Member States - decision making body; majorities dependent of the subject; concept of "blocking minorities" – national interests versus overall EU interests

Difference between **Regulations** = directly applicable and **Directives** = to be implemented in national legislation



FIVA's future approach – my 11 points

1. **SMART planning of activities and targets, by General Committee, Commissions and Ambassadors**
2. **Offering better service to National Members, in form of suggested approaches for addressing common issues, like with templates and best practices**
3. **Fostering of a higher degree of activity by National Members, especially ANF's, for the 3 P's (Protecting, Preserving, Promoting) we stand for**
4. **Closer, bespoke cooperation with our Professional Members**
5. **Better visibility of FIVA at international, but certainly also national level**
6. **More frequent communication with, but also by the FIVA community**
7. **Focus on profiling mobile heritage as a cultural asset that needs to be protected**
8. **A program for engaging the younger generations**
9. **A program to reach a broader public in general**
10. **Set up of regional seminars for exchange of information and views**
11. **Further improvement of FIVA's internet and social media appearance**



FIVA “in motion” = be ready for “in C.A.S.E.”



Connected



Shared



Autonomous



Electric

- With a common, simple message (**CULTURE!**)
- With eye and ear for what happens in society
- With passion: “E-motion”
- With an inclusive approach (Paris Declaration 2016!)
- With right facts and figures

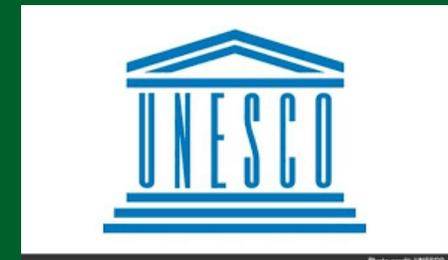


Photo credit: UNESCO



Arguments

Historic vehicle owners take great care of their vehicles

- Part of the pleasure of owning a historic vehicle is ensuring it looks good and runs well
- Owners devote time, energy and money into ensuring that their vehicles are well preserved and maintained

Historic vehicles are used selectively and sporadically

- The average annual mileage is less than 1500 km per vehicle
- 60% of historic cars are driven less than 1000 km per year
- They are rarely used for purposes other than leisure, so not used in urban areas in peak transport times
- 96% of historic vehicles have a petrol engine, the other 4% are diesel and liquid gas
- Contribution to total polluting emissions is neglectable, CO2 “footprint” is much better than perceived
- Taking part in events is the most important (42%) reason for ownership, others are nostalgia and doing mechanical work

Owners drive their vehicles with great care

- As reflected in the very low insurance premiums which are offered to historic vehicle owners
- Preservation means careful and road safety conscious driving



Theses – our position

- ❑ FIVA follows the developments in technology, doesn't influence them
- ❑ FIVA helps to look back and show and document the technology, design and style of 30 years and more ago
- ❑ FIVA follows as well the developments regarding the fight for climate control and for reduction of emissions, doesn't influence them
- ❑ FIVA represents in average just 1% of the population, the challenge is to keep support / tolerance of the majority of the rest
- ❑ Most people have sympathy for historic vehicles, especially their design and appearance; for sound and smell there is less support
- ❑ FIVA's challenge is to promote historic vehicles not only because of their technical specifications, but because they are time machines reflecting the skills and style of their time, and each telling the story of their and our lives
- ❑ **it's all about perception!**



Theses – our strong basis

- ❑ Our basis are the clubs of owners and other social networks of enthusiasts, our passion is a shared, common passion
- ❑ They bring together people from all walks of life, from all parts of a country, and often from other parts of the world too
- ❑ And altogether they contribute considerably to tourism and leisure industry
- ❑ and are the curators of a “driving museum”
- ❑ An important asset is that most of these clubs and networks are driven by volunteers: board members, organizers of events, editors, webmasters, technical specialists
- ❑ And don't forget: right of association and self-development are basic, constitutional rights

Clubs and networks bring social cohesion= social cement!



Theses – brand policy

“Your brand is what other people say about you when you’re not in the room.”

- ❑ The FIVA brand should be used more
- ❑ Telling that you are part of a respected, global organisation makes aware that the historic vehicle movement is serious business, much more than a bunch of hobbyists
- ❑ Because of FIVA’s partnership relation with UNESCO, FIVA’s National Members (like FEHAC) have an opening for projects with national UNESCO branches
- ❑ Which makes the claim of belonging to the world of culture very credible
- ❑ Also to be used as a reference for reliable information, like FIVA’s expertise in the area of legislation, or the technical knowledge of FIVA Stewards (Events)
- ❑ And a guarantee for (regularity) events that are organized according to the FIVA rules



What we can do – will do

- ❑ **More visibility in the media**
- ❑ **A more pro-active approach - press releases, declarations (resolutions), dialogue (even with critical organisations)**
- ❑ **Increasing the exchange of knowledge; more communication on what our members do and achieve**
- ❑ **Direct engagement, jointly with our National Members in national lobbying issues**
- ❑ **Increase of offering of third party services, like expertise and products from our Professional Members, reduced entrance fees for fairs and events**
- ❑ **Promotion of (effective) CO2 compensation programs and less polluting alternative fuels**
- ❑ **More awards, like <Member of the Year>, for succesful work in lobbying or in other areas**
- ❑ **Initiatives to become more attractive to young people**



Is this the future?



..... Or this?



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