

#41



COMPLETE

Collector: DG CLIMA Evalu...2 Regulations (Web Link)
Started: Tuesday, April 29, 2014 8:14:42 AM
Last Modified: Tuesday, April 29, 2014 8:59:05 AM
Time Spent: 00:44:23
IP Address: 217.156.199.89

PAGE 2: Background information

Q1: What is the name of your organisation?

European Express Association

Q2: What type of organisation is this?

Industry or professional associations

Q3: Additional details. All responses will be kept confidential and only used for the purposes of this study.

Name:	Laura Rozzo
Country:	Belgium
Email Address:	tec@euroexpress.org
Phone Number:	+32 22300545

PAGE 3: Relevance of the Regulations

Q4: To what extent do you agree or disagree that the following problems that the Regulations seek to address are still relevant TODAY?

There is a continuing need to tackle climate change	Strongly agree
Greenhouse gas emissions from cars and vans must be reduced to contribute to the EU's long-term climate goals	Agree
Without these Regulations car and van CO2 emissions per km would increase	Agree
Increases in the demand for transport and in vehicle size otherwise offset CO2 reductions from improved vehicle technology	Strongly agree
The Regulations are needed to encourage a reduction in energy consumed by the LDV sector	Agree
Encouraging the development of increasingly low CO2 LDVs is beneficial for EU competitiveness	Agree

Q5: To what extent do you agree or disagree that the problems the Regulations seek to address will continue to be relevant in 2030?

There will be a continuing need to tackle climate change	Strongly agree
GHG emissions from cars and vans will continue to be a significant proportion of total EU emissions and therefore must be reduced to contribute to the EU's long-term climate goals	Agree
Without these Regulations, car and van CO2 emissions per km would increase to 2030 and beyond	Agree
Increases in the demand for transport and in vehicle size will otherwise offset CO2 reductions from improved vehicle technology	Agree
The Regulations will be needed to encourage a reduction in energy consumed by the LDV sector	Agree
Encouraging the development of increasingly low CO2 LDVs will be beneficial for EU competitiveness.	Agree

Q6: Is it likely that there will be any technical developments which will remove or reduce the need for the Regulations?

No,
Please explain your answer.
The high scale effects and margins of the automotive companies on today's existing conventional technologies like existing fuel and maintenance infrastructures and lower R&D risks prevent the supplier market from developing a serious offering of alternative solutions. Therefore, it's important that European regulations put pressure on the automotive sector to widen its product portfolio beyond standard conventional ICE vehicles otherwise the user is always limited in its purchase decision to the products offered on the market.

Q7: Do you have any other comments on the relevance of the Regulations, e.g. the comparative relevance of the passenger car and van Regulations?

Respondent skipped this question

Q8: In your opinion, how effective have the Regulations been with respect to:

Reducing test cycle CO2 emissions per km from European LDVs	Somewhat effective
Reducing CO2 emissions per km from European LDVs in real-world driving	Neutral / no impact
Reducing total CO2 emitted from the use of cars	Somewhat effective
Reducing total CO2 emitted from the use of vans	Neutral / no impact
Fostering innovation in the automotive sector	Somewhat effective
Improving short-term competitiveness of European automotive manufacturers	Neutral / no impact
Improving short-term competitiveness of European automotive component suppliers	Neutral / no impact
Improving long-term competitiveness of the European automotive sector (vehicle manufacturers and component suppliers)	Neutral / no impact
Increasing R&D spending on CO2-reducing technologies	Somewhat effective
Reducing cost to consumers of purchasing vehicles	Somewhat detrimental
Reducing lifetime costs of running vehicles	Somewhat detrimental
Reducing CO2 emissions from construction and recycling of vehicles	No opinion /Don't know
Ensuring appropriate focus on the most significant sources of emissions over the vehicle lifecycle	Neutral / no impact
Reducing other emissions (e.g. air pollutants) from vehicles	Somewhat effective
Improving the security of energy supply	Neutral / no impact

Q9: In your opinion, how equitable (fair) do you consider the impacts of the Regulations to be in proportion to the income of vehicle users? Neutral

Q10: In your opinion, how equitable (fair) do you consider the impacts of the Regulations on different vehicle manufacturers or vehicles segments?

Are the Regulations equitable by type of manufacturer?	Don't know
Are the Regulations equitable by vehicle segment?	Don't know

Q11: How important are other factors that affect vehicle CO2 emissions compared to the regulations?

Autonomous technology improvement in the automotive sector	Less important, but still relevant
Economic crisis	About the same
Planning restrictions on traffic	About the same
CO2 or fuel-efficiency-based differentiation of congestion or road-user charges	Less important, but still relevant
Consumer preference for more efficient vehicles	Less important, but still relevant
Consumer preference for larger, heavier, more powerful vehicles	Less important, but still relevant
Green public procurement	Less important, but still relevant
The price of oil	About the same
Fuel taxes	About the same
Vehicle CO2 labelling	Less important, but still relevant
CO2 or fuel-efficiency based differentiation in vehicle circulation taxes	Less important, but still relevant
CO2 or fuel-efficiency based differentiation in vehicle taxes	Less important, but still relevant
Subsidies for fuel efficient vehicles	About the same

Evaluation of Regulations 443/2009 and 510/2011 on the reduction of CO2 emissions from light

Q12: In your view, how effective have the individual elements of Regulation 443/2009 been in reducing actual CO2 emissions from PASSENGER CARS?

The use of a utility parameter	No opinion / Don't know
Use of mass as utility parameter	No opinion / Don't know
Linear shape of the limit value curve	No opinion / Don't know
The slope of the limit value curve	No opinion / Don't know
The level of stringency of the 2015 target	No opinion / Don't know
The level of stringency of the 2021 target	No opinion / Don't know
Phase-in of target	No opinion / Don't know
Super-credits	No opinion / Don't know
The specific (NEDC) test procedure used	No opinion / Don't know
Eco-innovations	No opinion / Don't know
Excess emissions premium	No opinion / Don't know
Basing the target on tailpipe CO2 emissions (regardless of test cycle)	No opinion / Don't know
Small volume derogations	No opinion / Don't know
Niche derogations	No opinion / Don't know
Emphasis on powertrain emissions rather than on other energy using devices.	No opinion / Don't know
Other	No opinion / Don't know

Q13: In your view, how effective have the individual elements of the Regulation 510/2011 been in reducing actual CO2 emissions from VANS?

The use of a utility parameter	No opinion / Don't know
Use of mass as utility parameter	Somewhat detrimental
Linear shape of the limit value curve	No opinion / Don't know
The slope of the limit value curve	No opinion / Don't know
The level of stringency of the 2017 target	No opinion / Don't know
The level of stringency of the 2020 target	No opinion / Don't know
Phase-in of target	No opinion / Don't know
Super-credits	Somewhat effective
The specific (NEDC) test procedure used	No opinion / Don't know
Eco-innovations	No opinion / Don't know
Excess emissions premium	No opinion / Don't know
Basing the target on tailpipe CO2 emissions (regardless of test cycle)	No opinion / Don't know
Small volume derogations	No opinion / Don't know
Emphasis on powertrain emissions rather than on other energy using devices.	No opinion / Don't know
Treatment of multi-stage vehicles	No opinion / Don't know
Other	No opinion / Don't know

Q14: For CARS – in your view, what are the three most important aspects that could be changed, removed or added to improve the effectiveness of the legislation?

1. No comments on this point

Q15: For VANS – in your view, what are the three most important aspects that could be changed, removed or added to improve the effectiveness of the legislation?

1. No comments on this point

Q16: Are there any aspects of the legislation for cars and/or vans that you think need to be changed in view of the development of the market for the period beyond 2020?

Respondent skipped this question

Q17: Do you have any other comments on the effectiveness of the Regulations, e.g. the comparative effectiveness of the passenger car and van Regulations?

Respondent skipped this question

Q18: In your opinion, are there any costs that were not adequately considered or taken into account in the Impact Assessment for PASSENGER CARS in terms of achieving the targets and/or implementing the Regulations (including costs to industry, public authorities, or consumers)?

Don't know

PAGE 6: Efficiency of the Regulations

Q19: Please explain what cost factors you feel were not adequately considered

Respondent skipped this question

Q20: In your opinion, are there any costs that were not adequately considered or taken into account in the Impact Assessment for VANS in terms of achieving the targets and/or implementing the Regulations (including costs to industry, public authorities, or consumers)?

Don't know

PAGE 7: Efficiency of the Regulations

Q21: Please explain what cost factors you feel were not adequately considered

Respondent skipped this question

PAGE 8: Efficiency of the Regulations

Q22: What do you consider to be the major sources of inefficiency in the Regulations (if any)?

1.

No comments on this point

Q23: How should these be addressed? (Are you aware of any tools and/or actions that could be used to implement the Regulations more efficiently?)

Respondent skipped this question

Q24: Do you have any other comments on the efficiency of the Regulations, e.g. the comparative efficiency of the passenger car and van Regulations?

Respondent skipped this question

PAGE 9: Coherence of the Regulations

Q25: Do you think vehicle manufacturers are provided with a consistent incentive to reduce vehicle CO2 emissions, considering:

The individual elements of the car Regulation	Don't know
The individual elements of the van Regulation	Yes
The wider EU policy framework	Yes
How the car and van CO2 Regulations work together	Don't know
Impact on vehicles potentially covered by both Regulations	Don't know

Q26: Are there trade-offs between the economic, social and environmental impacts? Yes

PAGE 10: Coherence of the Regulations

Q27: Are these appropriate? Yes

Q28: Do you have any other comments on the coherence of the Regulations? *Respondent skipped this question*

PAGE 11: EU added value

Q29: In your opinion, was it appropriate to implement CO2 emissions performance requirements for new passenger cars at the EU level? Don't know

Q30: In your opinion, was it appropriate to implement CO2 emissions performance requirements for new vans at the EU level? Yes

Q31: In the absence of the EU Regulations, how likely is it that individual Member States would have attempted to reduce vehicle CO2 emissions from cars in the following ways?

Introduction of national legislation for CARS	No opinion / Don't know
Carried on with voluntary agreement for CARS at MS level?	No opinion / Don't know

Q32: In the absence of the EU Regulations, how likely is it that individual Member States would have attempted to reduce vehicle CO2 emissions from vans in the following ways?

Introduction of national legislation for VANS	Highly unlikely
Introduction of voluntary agreement for VANS at MS level?	Somewhat unlikely

Evaluation of Regulations 443/2009 and 510/2011 on the reduction of CO2 emissions from light

Q33: In the absence of the Regulations, how effective would national policy measures or voluntary agreements have been in reducing PASSENGER CAR CO2 emissions?

National legislation for CARS

No opinion / don't know

Voluntary MS agreements for CARS

No opinion / don't know

Q34: In the absence of the Regulations, how effective would national policy measures or voluntary agreements have been in reducing VAN CO2 emissions?

National legislation for VANS

Somewhat less effective

Voluntary MS agreements for VANS

Significantly less effective

PAGE 12: EU added value

Q35: Are there any issues (e.g. technological, economic, administrative, etc.) that are not covered by the Regulations that you are aware of that might be introduced to increase their added value?

Yes - Administrative,

Please explain your answer.

Enhance driver license for 3,5t vans with alternative propulsion to compensate the payload loss for users.

Q36: Do you have any other comments on the EU added value of the Regulations?

Respondent skipped this question

PAGE 13: Closing remarks

Q37: Do you have any other comments on any aspect of the survey?

Respondent skipped this question