

## CONSULTATION QUESTIONS

Question Number	Question	Tickbox Options
<b>Section A - General Information</b>		
A1	Please enter your name, and where relevant, the name of the organisation you represent	
A2	I am replying as / on behalf of:	
A3	Please enter your registration number in the Transparency Register (applicable to organised stakeholders)	
A4	Please describe the category that most closely describes your organisation (applicable to organised stakeholders)	
A5	Please indicate your country or, where relevant, the geographical area you represent	
A6	How would you prefer your contribution to be published, if at all?	
<b>Section B - Overview- EU policy on road vehicle greenhouse emissions</b>		
B1	Setting greenhouse emission standards for road vehicles is an important aspect of EU action to reduce such emissions	Entirely agree/Partly agree/Neutral/Partly disagree/Totally disagree/No opinion
B2	These standards should be in line with the greenhouse targets in the EU's roadmap to a low carbon economy and Transport White Paper	Entirely agree/Partly agree/Neutral/Partly disagree/Totally disagree/No opinion
B3	Road vehicle greenhouse gas emissions standards should be set based on the average greenhouse gas emissions of new vehicles entering the vehicle fleet.	Entirely agree/Partly agree/Neutral/Partly disagree/Totally disagree/No opinion
B4	Standards for road vehicles should apply equally to different technologies used for powering road vehicles.	Entirely agree/Partly agree/Neutral/Partly disagree/Totally disagree/No opinion
B5	EU regulation of road-vehicle emissions stimulates innovation in the automotive sector and helps keep Europe's automotive industry competitive	Entirely agree/Partly agree/Neutral/Partly disagree/Totally disagree/No opinion
<b>Section C - Light-duty vehicles</b>		
C1	Do you think the current legislation is working and delivering tangible benefits?	Yes/No/No opinion
C2	Please specify why the current legislation is not working and delivering tangible benefits	Provide comments
C3	If the Commission's analysis demonstrates that the 2020 target of 147 gCO <sub>2</sub> /km for light-commercial vehicles is technically achievable, at reasonable cost, should the target be confirmed?	Yes/No/No opinion
C4	Please specify why the 2020 target of 147gCO <sub>2</sub> /km for light-commercial vehicles, if technically achievable, should not be confirmed.	Provide comments
<b>Section D - Heavy-duty vehicles</b>		
D1	The EU should have a strategy for reducing HDV greenhouse gas emissions	Entirely agree/Partly agree/Neutral/Partly disagree/Totally disagree/No opinion
D2	Additional regulation (as opposed to non-regulatory measures) is needed for this purpose	Entirely agree/Partly agree/Neutral/Partly disagree/Totally disagree/No opinion
D3	If the Commission proposes a HDV greenhouse gas strategy, which types of HDVs should it cover (as far as is feasible)? (single choice)	Only passenger HDVs/Only freight HDVs/Only long-distance HDVs/Only urban HDVs/All HDVs/No opinion
D4	And what sort of measures should be considered for inclusion? (max 3 choices)	Measures affecting HDV design/Measures affecting HDV usage/Measures influencing HDV purchase decisions/Measures influencing fuel or energy type used by HDVs/ A combination of measures from all areas/No opinion
<b>Section E - Future Developments - beyond 2020</b>		
E1	Road-vehicle emissions may be reduced by changes in other policies, such as taxation. Should targets for road vehicles continue to be set, regardless?	Entirely agree/Partly agree/Neutral/Partly disagree/Totally disagree/No opinion
E2	In your opinion, which are the policies in which changes might affect the setting of greenhouse gas targets for road vehicles?	Provide comments
E3	Should the approach to regulating road-vehicle emissions consider emissions from the whole energy lifecycle?	Entirely agree/Partly agree/Neutral/Partly disagree/Totally disagree/No opinion
E4	Should other road-vehicle greenhouse emissions also be measured, alongside carbon dioxide (CO <sub>2</sub> )?	Yes/Yes, especially methane/Yes, especially nitrogen oxides/Yes, especially black carbon/No/No opinion
E5	Should longer-term indicative targets (for after 2020) be set?	Yes/No/No opinion
E6	Please specify for what time period (following adoption of the related legislation)?	5 years/10 years/15 years/20 years
E7	Please specify why long term indicative targets for after 2020 should not be set	Provide comments
E8	The current legislation contains vehicle-based targets until 2020. For post-2020, should we consider alternatives to vehicle-based greenhouse gas regulation?	Yes/Not now, but this should be reconsidered in future/No/No opinion
E9	Please specify which alternatives	Provide comments
<b>Section F - Additional Comments</b>		
F	Please include any additional comments you may have	Provide comments

**GENERAL INFORMATION ABOUT PUBLIC AUTHORITIES/PUBLIC ADMINISTRATIONS WHO CONSENTED TO PUBLICATION OF THEIR RESPONSES EITHER IN FULL OR ANONYMOUSLY**

Public Authority / Public Administration Response Number	A1	A2	A3	A4	A5	A6
1	Argyll and Bute Council	organised stakeholders		public authority / public administration	United Kingdom	under the name indicated - I consent to publication of all information in my contribution and declare that none of it is under copyright restrictions that prevent publication.
2	City of Stockholm, Environment & Health committee	organised stakeholders	56689727240-51	public authority / public administration	Sweden	under the name indicated - I consent to publication of all information in my contribution and declare that none of it is under copyright restrictions that prevent publication.
3	Ministerium für Verkehr und Infrastruktur Baden-Württemberg	organised stakeholders		public authority / public administration	Germany	under the name indicated - I consent to publication of all information in my contribution and declare that none of it is under copyright restrictions that prevent publication.
4	Scottish Environment Protection Agency	organised stakeholders		public authority / public administration	United Kingdom	under the name indicated - I consent to publication of all information in my contribution and declare that none of it is under copyright restrictions that prevent publication.
5	Swedish Transport Agency and Administration (joint answer from two different authorities)	organised stakeholders		public authority / public administration	Sweden	under the name indicated - I consent to publication of all information in my contribution and declare that none of it is under copyright restrictions that prevent publication.
6	Transport for London (TfL)	organised stakeholders	Transparency number: 18756626989-49	public authority / public administration	United Kingdom	under the name indicated - I consent to publication of all information in my contribution and declare that none of it is under copyright restrictions that prevent publication.
7		organised stakeholders		public authority / public administration	Austria	anonymously - I consent to publication of all information in my contribution and declare that none of it is under copyright restrictions that prevent publication.
8		organised stakeholders		public authority / public administration	Poland	anonymously - I consent to publication of all information in my contribution and declare that none of it is under copyright restrictions that prevent publication.
9		organised stakeholders		public authority / public administration	Poland	anonymously - I consent to publication of all information in my contribution and declare that none of it is under copyright restrictions that prevent publication.

RESPONSES FROM PUBLIC AUTHORITIES/PUBLIC ADMINISTRATIONS TO TICK BOX QUESTIONS

Public Authority / Public Administration Response Number	EU policy overview					Cars & Vans		HDVs			Post 2020					
	B1	B2	B3	B4	B5	C1	C3	D1	D2	D3	E1	E3	E4	E5	E6	E8
1	Entirely agree	Entirely agree	Neutral	Partly agree	Partly agree	Yes	Yes	Neutral	Partly agree	Only urban HDVs	Partly agree	Entirely agree	Yes, especially nitrogen oxides (NOx)	Yes	10 years	Not now, but this should be reconsidered in future
2	Entirely agree	Entirely agree	Entirely agree	Partly disagree	Partly disagree	No	No	Entirely agree	Entirely agree	All HDVs	Entirely agree	Entirely agree	Yes	Yes	10 years	Yes
3	Entirely agree	Entirely agree	Entirely agree	Entirely agree	Entirely agree	Yes	Yes	Entirely agree	Entirely agree	All HDVs	Entirely agree	Entirely agree	Yes, especially methane (CH4)	Yes	10 years	Not now, but this should be reconsidered in future
4	Entirely agree	Entirely agree	No opinion	Entirely agree	Entirely agree	Yes	Yes	Entirely agree	Entirely agree	All HDVs	Entirely agree	Entirely agree	Yes	Yes	20 years	No opinion
5	Entirely agree	Entirely agree	Entirely agree	Entirely agree	Entirely agree	Yes	Yes	Entirely agree	Entirely agree	All HDVs	Entirely agree	Totally disagree	Yes	Yes	15 years	Yes
6	Entirely agree	Partly agree	Partly disagree	Partly agree	Entirely agree	Yes	Yes	Entirely agree	Partly agree	All HDVs	Partly agree	Entirely agree	Yes	Yes	10 years	Yes
7	Entirely agree	Entirely agree	Partly agree	Entirely agree	Entirely agree	Yes	Yes	Entirely agree	Entirely agree	All HDVs	Entirely agree	Entirely agree	Yes	Yes	20 years	Yes
8	Partly agree	Partly agree	Partly agree	Partly agree	Totally disagree	No opinion	Yes	Partly agree	No opinion	All HDVs	No opinion	No opinion	Yes	No opinion		No opinion
9	Entirely agree	Partly agree	Partly agree	Partly agree	Partly agree	No opinion	No opinion	Partly agree	Partly agree	All HDVs	Partly agree	Partly agree	Yes	Yes	5 years	Yes

RESPONSES FROM PUBLIC AUTHORITIES/PUBLIC ADMINISTRATIONS TO QUESTION D4-HGV MEASURES FAVOURED

Public Authority Response Number	- SELECTED				
	- NOT SELECTED				
	Affecting HDV usage	Influencing fuel or energy type used by HDVs	A combination of all areas	Affecting HDV design	Influencing HDV purchase decisions
1					
2					
3					
4					
5					
6					
7					
8					
9					