

Annex 1: Evaluation of the Member States reports – Tabular Comparison – Part 1: Austria, Belgium, Denmark, France, Finland

	A	B	DK	F	FIN
Implementation into national law					
Directive 1999/94/EC	„Personenkraftwagen-Verbraucher-informationsgesetz (Pkw-VIG)“	„Arrêté royal du 05.09.2001“	„Bekendtgørelse om energiemaerkning m.v. af nye person-biler, nr. 216 af 28.03.2000“ and „Bekendtgørelse om ændring, nr. 121 af 27.02.2003“	„Décret n° 2002-1508, 23.12.2002“ and „Arrêté, 10.04.2003“	National Decree
Date of entry into force	30 March 2001	12 January 2002	28 March 2000	06 November 2003	18 January 2001
Directive 2003/73/EC	No.	Yes.	Yes.	No.	Yes.
Recommendation 2003/217/EC	No.	No.	Partly, for internet promotion.	No.	No.
Institution and contact person in charge					
Institution	Bundesministerium für Land- und Forstwirtschaft, Umwelt und Wasserwirtschaft (BMLFUW), Abteilung V/5 Verkehr Mobilität, Siedlungswesen, Lärm Stubenbastei 5, 1010 Wien	SPF Santé publique, Sécurité de la Chaîne Alimentaire et de l'Environnement, Direction Générale de la protection de la Santé publique: Direction générale de l'Environnement Rue Montagne de L'Oratoire, 20 boîte 3 - 1010 Bruxelles	Faerdselsstyrelsen - Bilteknisk Afdeling (FSTYR) Adelgade 13, 1304 København	Ministère de l'Ecologie (Federal Ministry of Environment) 10 Avenue de Ségur, 75007 Paris, France	Ajoneuvohallintokeskus (AKE) Fabianinkatu 32, 00101 Helsinki
Contact person	Mr. Helfried Gartner Tel.: ++43-1-51522-1208 Fax: ++43-1-51522-7208 E-Mail: helfried.gartner@lebensministerium.at	Michel Degallier Tel.: ++32-2-210-4418 Fax: ++32-2-210-4873 E-Mail: michel.degallier@health.fgov.be	Mr. Niels Anders Nielsen and Mr. Christel Sogaard Mortensen Tel.: ++45-33-929100 Fax: ++45-33-932292 E-mail: nan@fstyr.dk or csn@fstyr.dk	Mr. Olivier Pairault Tel.: ++33-1-4219-1436 E-Mail: olivier.pairault@ecologie.gouv.fr	Mr. Ove Knekt Tel.: ++358-9-6185-3208 Fax: ++358-9-6185-3610 E-mail: ove.knekt@ake.fi
Economic policies, governmental regulations or market arrangements in relation to passenger cars and fuel consumption	§ Normverbrauchsabgabe (NOVA) (Standard Fuel Consumption Tax), based on fuel consumption, calculated as percentage of the net price. § Fuel tax, based on fuel type. § Commitment of ACEA, JAMA and KAMA regarding the reduction of CO ₂ emissions of new passenger cars.	§ Tax-free allowance for low CO ₂ emission passenger cars from 01.01.2005 on. § Tax advantages for company cars. § "Green company cars" within the government vehicle fleet. § Fuel tax, based on fuel type.	§ Vehicle registration fee, calculated as percentage of the retail price. Special reduction for particularly fuel efficient cars. § "Green motor tax", based on fuel reach (km/l) and fuel type. § Fuel tax, based on fuel type.	§ N/A.	§ Automobile tax, calculated as percentage of the retail price. § Vehicle tax, based on registration date. § Fuel tax, based on fuel type. § Diesel tax: additional tax for diesel cars. § No tax reliefs for companies exists.
Parallel or previous initiatives regarding the awareness of vehicle fuel economy issues	§ NOVA (since 1991). § Initiative "Gleiten statt Hetzen" (Drive smoothly, save fuel). § Information leaflet on fuel saving driving. § Booklet "Auto-Umweltliste" (Passenger Cars - Environment List) (1989-1999). § Initiative "Ecodriving Europe – Building the frame for a European Market for Ecodriving".	§ Tax reduction for passenger cars which meet Euro4 until 31.12.2004. § Advancement of LPG: refitting bonus until 31.12.200. § Initiative "Roulez plus souple, pour votre sécurité et pour votre budget" (Drive smoothly for your safety and your budget sake). § Presentation of the guide to the media during the "Salon de Bruxelles" (2002).	§ Introduction of the "Green motor tax": information brochure, voluntary agreement of the automobile industry regarding fuel consumption labeling of new cars and statement of fuel consumption data in promotion literature. § Introduction of the Directive: advertisement campaign in newspapers.	§ N/A.	§ Consumer guide for new passenger car buyers including fuel economy information (up to 2000).
National implementation					
Responsibilities	§ Label, poster: Supply by importers. Download of the label possible on www.kfz-online.at . § Guide: Concept and production in co-operation of dealership organisation, importers and ministries involved.	§ Label: Supply by importers. § Poster: Mostly produced by dealerships. § Guide: Concept and production by Federal Dept. of the Environment.	§ Label: produced by dealerships. Online supply of data by FSTYR. § Poster: Supply by importers. § Guide: Concept and production by FSTYR.	§ Label, poster: Supply by manufacturers/importers. § Guide: Concept and production by ADEME.	§ Label, poster: produced by dealerships. Online supply of data by AKE. § Guide: Concept and production by AKE in co-operation with importers.

Cost	§ Label, poster and guide: Cost borne by importers and dealerships. § 106.000 guides in 2002. Cost: N/A.	§ Label, poster: Cost borne by importers and dealerships. § Guide: Cost borne by Federal Dept. of the Environment. § 50.000 - 55.000 guides p.a.. § Cost: ~ 90.000 € (2002).	§ Label, poster: Cost borne by importers and dealerships. § Guide: Cost borne by FSTYR. § ~150.000 guides p.a.. Cost: ~ 350.000 Kr (45.500 €).	§ Label, poster: Cost borne by manufacturers/importers and dealerships. § Guide: Cost borne by ADEME. § Cost: N/A.	§ Label, poster: Cost borne dealerships. § Guide: Cost borne by AKE and importers. § ~95.000 guides p.a.. Cost: N/A
Format of the information tools					
Label					
Min. requirements of Directive fulfilled / indicated data	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km).	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km).	§ Yes, CO ₂ (g/km), fuel reach(km/l).	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km, m ³ /100km for LPG/CNG).	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km).
Additional data or information	§ Voluntarily: noise data, emission standard, NOVA, bio-fuel or LPG/CNG capability.	§ No.	§ "Green motor tax", fuel cost per 20.000 km, EuroNCAP frontal-/side impact and pedestrian test ratings, particle filter.	§ No.	§ Voluntarily: technical data, accessories and equipment, price information.
Comparison of vehicle models, energy efficiency rating	§ Absolute CO ₂ emission value marked with an arrow at a coloured CO ₂ emission scale from green (low CO ₂ emissions) via yellow to red (high CO ₂ emissions).	§ 7 energy efficiency classes A-G based on the CO ₂ emissions (g/km) with separate CO ₂ emission bands for petrol and diesel, identical rating system for all cars, no additional classification into car segments.	§ 7 energy efficiency classes A-G based on the fuel reach (km/l) with separate fuel reach bands for petrol and diesel, identical rating system for all cars, no additional classification into car segments.	§ No.	§ No.
Modifications planned	§ No.	§ No.	§ No.	§ No.	§ No.
Guide					
Min. requirements of Directive fulfilled / indicated data	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km). § Vehicle models grouped by make and by model/size, separate list for each fuel type.	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km). § Vehicle models grouped by make and in alphabetic order, separate list for each fuel type.	§ Yes, CO ₂ (g/km), fuel reach(km/l). § Vehicle models grouped by make and by model/size.	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km, m ³ /100km for LPG/CNG). § Vehicle models grouped by make and in alphabetic order.	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km). § Vehicle models grouped by make and by model/size, separate list for each fuel type.
Additional data or information	§ List of the 30 most fuel efficient models for diesel and petrol.	§ Emission standard, list of all vehicle models with CO ₂ emissions < 120 g/km.	§ "Green motor tax", fuel cost per 20.000 km, reduction of vehicle registration fee, EuroNCAP frontal-/side impact and pedestrian test ratings, particle filter.	§ Fuel cost spreadsheet, fiscal power (puissance administrative).	§ HC emissions (g/km), technical data, recommended consumer price.
Comparison of vehicle models, energy efficiency rating	§ No.	§ Yes. See label.	§ Yes. See label.	§ No.	§ No.
Update	§ Annual.	§ Annual	§ Annual.	§ Annual.	§ Every 6 months.
Internet version	§ Database with different comparative terms. Update frequently. www.autoverbrauch.at	§ Pdf version of the guide and database with different comparative terms. Update thrice a year. www.environment.fgov.be , www.health.fgov.be/ennvironnement/co2	§ Database with different comparative terms. Update monthly. www.hvorlangtpaaliteren.dk	§ Database for the selection of vehicle models, but no comparative terms. www.ademe.fr	§ Database with different comparative terms. Update weekly. www.ake.fi
Modifications planned	§ No, but due to high cost and low demand, downscaling or discontinuing of print version of the guide requested by automobile industry.	§ More frequently update (every 2 months) of the database considered.	§ No.	§ No.	§ No.
Poster					
Min. requirements of Directive fulfilled / data indicated	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km).	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km).	§ Yes, CO ₂ (g/km), fuel reach(km/l).	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km, m ³ /100km for LPG/CNG).	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km).
Additional data or information	§ No.	§ No.	§ No.	§ No.	§ No.
Update	§ Every 6 months.	§ Every 6 months.	§ Every 6 months.	§ Every 6 months.	§ Every 6 months.
Modifications planned	§ No.	§ No.	§ No.	§ No.	§ No.

Promotion literature					
Min. requirements of Directive fulfilled	§ Yes.	§ Yes.	§ Yes.	§ Yes.	§ Yes.
Same requirements for other media	§ No.	§ Implementation of Recommendation 2003/217/EC in process.	§ Yes, for internet promotions.	§ No.	§ No.
Modifications planned	§ No.	§ Yes, implementation of 2003/217/EC	§ No.	§ No.	§ No.
Assessment of the compliance of the Directive's provision					
Assessment methods (e.g. surveys, studies)	§ Inspection of dealerships and advertisements (2002, 2003).	§ Inspection of dealerships (2002, 2003).	§ Inspection of dealerships, promotion literature, magazines and newspaper advertisements (2001, 2003).	§ No assessment carried out yet.	§ Inspection of dealerships (2003).
Compliance of the label	§ Satisfactory: content and format good, but label not displayed at all vehicles or only badly visible. § Dealerships request a combination of label and the regular data sheet.	§ Satisfactory: content and format good, but sometimes label not displayed (29%).	§ Very good, except display: content and format 95%, display 60%.	§ N/A.	§ Satisfactory: content 51%, format 63%, display 89%. § 25% information according to the Directive, 75% technical data and price information.
Compliance of the guide	§ Very good, but low demand. § Edition was reduced to 106.000 copies in 2002 (212.000 in 2001).	§ Very good, except distribution at the dealerships. § Guide available: 25%, only 46% of them hand out the guide. § Guide is regarded by most dealers as promotion for competitive cars.	§ Very good, except distribution at the dealerships. § Less than 50% of the dealerships hand out the guide.	§ N/A.	§ Very good. § Guide available: 80%, guide displayed: 63%.
Compliance of the poster	§ Satisfactory: content and format good, but sometimes only badly visible. § Poster plays a minor role within the provisions of the Directive.	§ Satisfactory: content and format good, but often poster not displayed (56%) or only badly visible (18%).	§ Not satisfactory. § Most dealerships do not display the poster or displayed posters do not include all models. § Dealers complain of the high effort for actualisation.	§ N/A.	§ Satisfactory, except display: content 67%, format 75%, display 30%.
Promotion literature	§ Satisfactory. § In single cases, no or incomplete information about fuel consumption and CO ₂ emission or data printed in too small letters.	§ Satisfactory. § In single cases, no information about fuel consumption and CO ₂ emission or data printed in too small letters.	§ Satisfactory. § In single cases, no or incomplete information about fuel consumption and CO ₂ emission or data printed in too small letters (esp. "lifestyle" advertisements).	§ N/A.	§ Satisfactory. § In single cases, no or incomplete information about fuel consumption and CO ₂ emissions or data printed in too small letters.
Assessment of the effectiveness of the Directive regarding the reduction of CO ₂ emissions from passenger cars	§ CO ₂ monitoring, based on the specific CO ₂ emissions of new passenger cars, 2001 - 2002: - petrol: reduction of 2 g/km. - diesel: no change. - gas: reduction of 20 g/km, but only 32 of these cars sold.	§ No assessment carried out yet.	§ Development of the average fuel reach (fuel consumption) of new passenger cars, 1998 - 2002: - diesel: 15,7 km/l à 19,8 km/l (6,37 l/100km à 5,05 l/100km). - petrol: 13,1 km/l à 13,7 km/l (7,63 l/100km à 7,30 l/100km). § Development of the registration figures separated by energy efficiency class (A-G), 1998 - 2002: Percentage of class A, B and C is increasing, percentage of class D, E, F and G is decreasing. § Effectiveness of the Directive can not be assessed separately, "Green motor tax" may have main influence.	§ Development of the average CO ₂ emissions (fuel consumption) of new passenger cars, 1998 - 2002: - diesel: 169 g/km à 151 g/km (6,3 l/100km à 5,7 l/100km). - petrol: 172 g/km à 163 g/km (7,2 l/100km à 6,8 l/100km). § Development of the registration figures of new passenger cars with CO ₂ emissions less than 120 g/km or 140 g/km, 2001 - 2003: - less than 120 g/km: diesel: 5,59% à 16,02%, petrol: 0,30% à 1,19%. - between 120 and 140 g/km: diesel: 27,53% à 18,90%, petrol: 8,63% à 20,10%.	§ No assessment carried out yet.

Assessment of the effectiveness of the Directive regarding informing and influencing consumers					
Assessment methods (e.g. surveys, studies)	§ Surveys with private consumers and new car buyers (1998, 1999, 2003).	§ Survey with new car buyers (2001, 2003). § Evaluation of dealership's attitude towards the information tools (2003).	§ Survey with new car buyers (1999, 2003).	§ No assessment carried out yet.	§ Survey with new car buyers (2003).
Consumer awareness and understanding of fuel economy issues	§ Road transport is the main cause of environmental destruction (64%). § Awareness of the Pkw-PIV is moderate (59%). § New car buyers are generally interested in fuel efficiency information, but price incl. resale value and safety standards are of higher priority. § Fuel efficiency more important for commercial than private consumers.	§ Consumers not well aware of fuel economy and environmental issues. § CO ₂ emissions of passenger cars not regarded as the main reason of the greenhouse effect. Main polluter are enterprises and environmental pollution, car drivers are ranked 3 rd . § Fuel economy and environmental impact no major factor in vehicle purchase decisions.	§ Awareness of energy efficiency labelling of cars, fuel economy and environmental issues is increasing. § Fuel economy only one factor among others in vehicle purchase decisions.	§ N/A.	§ Fuel economy and environmental impact no major factor in vehicle purchase decisions. § Consumers not well aware of fuel economy and environmental issues.
Major factors in vehicle purchase decisions	§ Environmental issues ranked 7 th and last, fuel consumption ranked 4 th , safety ranked 1 st , cost ranked 2 nd . § 24% would buy selected car despite of high fuel consumption, 76% would look for an other model or a diesel engine car.	§ 1 st priority factors: price, reliability, quality, safety standard, comfort. § Fuel economy and environmental impact no major factor in vehicle purchase decisions. Especially for company car drivers, who do not have to pay for the fuel. § Fuel consumption mostly only important because of the cost, but not to environmental issues.	§ 1 st priority factors: fuel consumption/cost (15%), size/space (14%), manufacturer (14%), price (12%). § Fuel consumption mostly only important because of the cost, but not to environmental issues.	§ N/A.	§ Cars reliability (95,1%), safety qualities (91,7%), comfort (85,6%). § Fuel cost ranked 8 th (67,1%), environmental impact 9 th (64,3%).
Information sources for fuel economy issues	§ Legislation is adequate as source of information (81%). § Additional information sources: car magazines (18%), automobile clubs (16%), friends (16%), dealers (10%), internet (5%).	§ Dealers (72%), promotion literature (47%), family/friends (39%/37%)	§ Dealers (50%), promotion literature (40%).	§ N/A.	§ Own observations in showrooms (82,7%), recommendation (81,2%), sales brochures (75,6%). § Label, poster and guide less important (5%).
Effectiveness of the Directive provisions	§ 57% new car buyers see a direct impact of the provisions in vehicle purchase decision. § Impact on new car buying decision, ranking: label 22%, poster 18%, guide 17%, promotion literature 12%.	§ Awareness as regards label, poster and guide quite low: Label 44%, guide 4%, poster 0%. § Promotion literature well known by the consumers and used as information source, but fuel consumption or CO ₂ emission data are not of interest. § Effectiveness of the Directive is regarded as low by the dealers: Label (20%), guide (19%), poster (15%), promotion literature (38%). § Reasons: Want of interest by consumers, lack of interest by dealers to publish actively the information tools.	§ Awareness as regards label, poster and guide quite low: Label 37%, guide 16% (website 11%), poster 7%. § Label and guide perhaps most informative and effective element. Promotion literature less impactful and poster without any effectiveness.	§ N/A.	§ Promotion literature most important for consumers (36,8%), of whom the majority regard it as the most informative (75,6%) and the most influential (86,8%) provision. § Awareness as regards label, poster and guide lower (6,6-23,3%) and not regarded as informative (5-24%). Most influential of them is the guide (82,9%, label and poster only 70%).
Comparison of vehicle models, energy efficiency rating	§ Most consumers would prefer a direct comparison of the fuel consumption of similar models (71%), based on engine power (40%), price category (15%), all new vehicles (19%), size (3%). § Most consumers would prefer an energy efficiency rating system (A-G) (81%).	§ Dealers and consumers complain the contradictory information regarding petrol and diesel cars, diesel cars are classified as environmental unfriendly, although they have less CO ₂ emissions.	§ Most consumers would prefer an energy efficiency rating system with additional car classification based on engine power (44%), size/space (11%), price category (11%), car segment (10%) or manufacturer (3%). 8% prefer the existing, identical rating system for all vehicles.	§ N/A.	§ Most private consumers would prefer a label which compares the fuel economy of cars to other cars (81,8%).

Overall assessment and improvements					
Overall assessment	<p>§ Compliance with the Directive is generally considered good.</p> <p>§ Limited effective in individual cases, but no major effectiveness generally.</p> <p>§ Tax incentives and tools for the promotion of low-consumption vehicles must be created within the Community framework.</p> <p>§ Precise definitions for a harmonisation of the tools in content and design at Community level are requested.</p> <p>§ Due to the high production cost and the low demand, the guide should be downscaled or replaced by a download version.</p> <p>§ Most consumers would prefer a labels with an energy efficiency rating system (A-G) with additional car classification, e.g. based on engine power. The automobile industry, indicates, that the problem of the car classification is not solved yet.</p>	<p>§ Compliance with the Directive is generally considered satisfactory.</p> <p>§ Consumers not well aware of fuel economy and environmental issues. CO₂ emissions of passenger cars not regarded as main reason of the greenhouse effect.</p> <p>§ Fuel economy and environmental impact no major factor in vehicle purchase decisions. Fuel consumption mostly only important because of the cost, but not to environmental issues.</p> <p>§ Directive's provisions not well known by consumers and not regarded as effective by dealers. Reasons: Want of interest by consumers, lack of interest by dealers to publish actively the information tools.</p> <p>§ Dealers and consumers complain the contradictory information regarding petrol and diesel cars by the energy efficiency rating system. Diesel cars are classified as environmental unfriendly, although they have less CO₂ emissions.</p>	<p>§ Compliance with the Directive is generally considered good.</p> <p>§ Effectiveness of the Directive needs acceptance by the complete automobile sector. E.g. poster ineffective, because production and actualisation to much effort and does not fit to the dealers concept. Labels instead can be printed out easily with correct content.</p> <p>§ Awareness of consumers on energy efficiency labelling, fuel economy and environmental issues is increasing.</p> <p>§ Fuel consumption mostly only important because of the cost, but not to environmental issues.</p> <p>§ Development of the registration figures (1998 - 2002) shows the increase of energy class A, B and C. But, effectiveness of the Directive can not be assessed separately, "Green motor tax" may have main influence.</p> <p>§ Most consumers would prefer an energy efficiency rating system with additional car classification, e.g. based on engine power.</p>	<p>§ Due to the late implementation, the effectiveness of the Directive can not be assessed yet.</p>	<p>§ Compliance with the Directive is generally considered satisfactory, except display of the poster.</p> <p>§ Fuel economy and environmental issues no major factor in vehicle purchase decisions. Foremost factors: cars reliability, safety qualities and comfort.</p> <p>§ Greater impact on consumers decision not noticed yet.</p> <p>§ Consumers not well aware of fuel economy and environmental issues.</p> <p>§ Most private consumers would prefer a label which compares the fuel economy of cars to other cars (81,8%).</p>
Proposals for improvements	<p>§ Increased PR and awareness raising activities at all levels by the European Commission, government agencies, automobile clubs, consumer and environment organisations, automobile industry.</p> <p>§ Warning and, if necessary, enforcement of sanctions at national level.</p> <p>§ EU-wide harmonised provisions for content and design of the tools in line with the EU-Market requirements.</p> <p>§ Introduction of an EU-wide harmonised label with an energy efficiency rating system (A-G).</p> <p>§ EU-wide harmonised requirements for data base solutions (availability of information and comparison of various new car models); may replace the printed version of the guide (high production cost and low demand).</p>	<p>§ Increase of consumers awareness of the Directives provisions, especially the guide. Guide should be consulted before purchasing a new passenger car.</p> <p>§ Improvement of the distribution channels of the guide. Guide must be available for consumers already before the vehicle purchase and his visit at the dealership, e.g. distribution via consumer protection organisations, insurance brokers or post offices. Supported by information campaigns.</p> <p>§ Design and content of the information tools have to be improved to give an impulse to consumers to choose more fuel efficient and environmentally friendly passenger cars (e.g. advice on health, greenhouse effect).</p> <p>§ The promotion material should include prescribed information regarding the label, information on the greenhouse effect, its consequences and the requested behaviour of the drivers.</p>	<p>§ Since the internet becomes more and more important as information source, the Directive should pay more attention to this media, e.g. harmonised database solutions.</p> <p>§ Due to the high production cost, guide should be replaced by a download version.</p>	<p>§ No proposal for improvements.</p>	<p>§ Increase of consumers awareness of fuel economy and environmental impacts of fuels.</p>

Annex 1: Evaluation of the Member States reports – Tabular Comparison – Part 2: Germany, Greece, Ireland, Italy, Luxembourg

	GER	GR	IRE	IT	LUX (MS report not available.)
Implementation into national law					
Directive 1999/94/EC	„Pkw-Energieverbrauchskennzeichnungsverordnung (Pkw-EnVKV)“ of 28.05.2004	Governmental Decree No. 90314/2002, article 2	“Statutory Instruments S.I. No.339 of 2001”	“Decreto del Presidente della Repubblica n.84” of 17.02.2003	N/A.
Date of entry into force	01 November 2004	31 January 2002	24 August 2001	05 May 2003	N/A.
Directive 2003/73/EC	Yes.	No.	Yes.	Yes.	N/A.
Recommendation 2003/217/EC	Yes.	No.	Yes.	No.	N/A.
Institution and contact person in charge					
Institution	Bundesministerium für Wirtschaft und Arbeit (BMWA) Referat IX A 5 Villemombler Str. 76, 53123 Bonn	Ministry of the Environment, Physical Planning and Public Works - Directorate General for the Environment, Directorate for Air and Noise Pollution Control 147, Patission Av., 11252 Athens	Air/Climate Section, Department of the Environment, Heritage and Local Government (DEHLG), Custom House, Dublin 1	Ministero delle Attività Produttive Direzione Generale per l'Armonizzazione del Mercato e la Tutela dei Consumatori (DGAMTC) Via Molise 2, 00187 Roma	N/A.
Contact person	Mr. Norbert Leffler Tel.: ++49-228-615-4701 Fax.: ++49-228-615-30-4701 E-mail: Norbert.Leffler@bmwa.bund.de	Mr. Zikos Parisis Tel.: ++30-210-8643210 Fax: ++30-210-8646939 E-Mail: pzikos@edpp.gr	Mr. John McDermott Tel.: ++353-1-888-2373 Fax: ++353-1-888-2014 E-mail: john.mcdermott@environ.ie	Mr. Gianfrancesco Romeo Tel.: ++39-06-4705-2771 Fax.: ++39-06-4705-2898 E-Mail: gianfrancesco.romeo@minindustria.it	N/A.
Economic policies, governmental regulations or market arrangements in relation to passenger cars and fuel consumption	<p>§ Motor tax, based on emission level and engine capacity.</p> <p>§ Tax-free allowance for low emission passenger cars.</p> <p>§ New motor tax system, based on CO₂ emissions, in discussion.</p> <p>§ Ecological fuel tax reform: fuel tax increase in 5 steps.</p> <p>§ Reduction of the income tax relevant “distance rate”.</p> <p>§ Commitment of ACEA, JAMA and KAMA regarding the reduction of CO₂ emissions of new passenger cars.</p> <p>§ Commitment VDA and VDIK regarding the introduction of energy saving measures as standard equipment of new passenger cars.</p>	<p>§ Motor tax, based on emission level and engine capacity.</p> <p>§ Tax exemption for hybrid and electric vehicles.</p> <p>§ Fuel tax, based on fuel type.</p>	<p>§ Vehicle registration tax (VRT), based on engine capacity (a proxy for emission to favour smaller cars).</p> <p>§ Motor tax, based on engine capacity.</p> <p>§ Fuel tax, based on fuel type.</p>	§ Implementation of Directive 1999/94/EC first regulation regarding this issue.	§ N/A.

Parallel or previous initiatives regarding the awareness of vehicle fuel economy issues	<p>§ Driving schools: Theoretical and practical lessons on energy saving driving.</p> <p>§ Initiative "Bewusst fahren - Sprit sparen" (Reasonable driving - Fuel saving).</p> <p>§ Initiative "Neues Fahren" (New driving).</p>	<p>§ Project regarding the necessity of regular car maintenance to reduce environmental pollution (1984 - 1990).</p> <p>§ Incentive programme for replacing cars without catalytic converter (1991 - 1992).</p> <p>§ Implementation of the Exhaust (gas emissions) Control Card (KEK) for all vehicles (1992).</p> <p>§ "ATTIKA SOS", programme for the combat of the air pollution by the Ministry for the Environment since 1993.</p> <p>§ Co-operation with other state bodies and consumer protection organisations.</p>	<p>§ VRT (since 1999).</p> <p>§ Information booklets/leaflets: "Choices for suitable motoring/transport", "Do you know what your actions are adding to climate change?", "Sustainable Transport".</p> <p>§ Participation in "European Car Free Day".</p>	<p>§ No previous initiatives.</p> <p>§ Leaflet "Meno CO₂ - La marcia in più per il tuo benessere" (Less CO₂ - The march for your well-being").</p>	§ N/A.
National implementation					
Responsibilities	<p>§ Label, poster: Supply by manufacturers/importers. Download of the label possible on www.dena.de.</p> <p>§ Guide: Concept and production by an institution named by manufacturers and importers.</p>	<p>§ Label, poster: Supply by importers.</p> <p>§ Guide: Concept and production by S.E.E.A..</p>	<p>§ Label, poster: Supply by importers.</p> <p>§ Guide: Concept and production by SIMI in co-operation with importers.</p>	<p>§ Label, poster: Supply by manufacturers/importers.</p> <p>§ Guide: Concept and production by DGAMTC in co-operation with Ministries involved.</p>	§ N/A.
Cost	<p>§ Label, poster and guide: Cost borne by manufacturers/importers.</p> <p>§ Estimated cost per guide: 0,5 - 1,0 €.</p>	<p>§ Label, poster: Cost borne by importers.</p> <p>§ Guide: Cost borne by S.E.E.A..</p> <p>§ ~60.000 guides p.a.. Cost: N/A.</p>	<p>§ Label, poster: Cost borne by importers.</p> <p>§ Guide: Cost borne by SIMI.</p> <p>§ ~25.000 guides p.a.. Cost: N/A.</p>	<p>§ Label, poster: Cost borne by manufacturers/importers and dealerships.</p> <p>§ Guide: Cost borne by DGAMTC.</p> <p>§ ~ 120.000 guides p.a. planned. Cost: N/A.</p>	§ N/A.
Format of the information tools					
Label					
Min. requirements of Directive fulfilled / indicated data	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km).	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km).	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km) and/or fuel reach (mpg).	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km) and/or fuel reach (km/l).	§ N/A.
Additional data or information	§ No.	§ No.	§ No.	§ No.	§ N/A.
Comparison of vehicle models, energy efficiency rating	§ No.	§ No.	§ No.	§ No.	§ N/A.
Modifications planned	§ No, but consumer protection organisations and automobile clubs would prefer a label with an energy efficiency rating system (A-G).	§ No.	§ No, but SEI would prefer a label with an energy efficiency rating system (A-G).	§ No.	§ N/A.
Guide					
Min. requirements of Directive fulfilled / indicated data	<p>§ Yes, CO₂ (g/km), fuel consumption (l/100 km).</p> <p>§ Vehicle models grouped by make and by model/size.</p>	<p>§ Yes, CO₂ (g/km), fuel consumption (l/100 km).</p> <p>§ Vehicle models grouped by make and in alphabetic order.</p>	<p>§ Yes, CO₂ (g/km), fuel consumption (l/100 km).</p> <p>§ Vehicle models grouped by make and by model/size.</p>	<p>§ Yes, CO₂ (g/km), fuel consumption (l/100 km).</p> <p>§ Vehicle models grouped by make, fuel type and model/size.</p>	§ N/A.
Additional data or information	§ No.	§ No.	§ No.	§ No.	§ N/A.
Comparison of vehicle models, energy efficiency rating	§ No.	§ No.	§ No.	§ No.	§ N/A.
Update	§ Annual.	§ Annual.	§ Annual.	§ Annual.	§ N/A.
Internet version	§ Pdf version of the guide, no database with comparative terms. www.dat.de	§ Internet version not available.	§ Pdf version of the guide, no database with comparative terms. www.simi.ie	§ Pdf version of the guide planned, no database with comparative terms. www.minindustria.it , www.minambiente.it	§ N/A.
Modifications planned	§ No.	§ No.	§ No.	§ No.	§ N/A.

Poster					
Min. requirements of Directive fulfilled / data indicated	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km).	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km).	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km).	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km) and/or fuel reach (km/l).	§ N/A.
Additional data or information	§ No.	§ No.	§ No.	§ No.	§ N/A.
Update	§ Every 6 months (electronic display: 3 months).	§ Every 6 months.	§ Every 6 months.	§ Every 6 months.	§ N/A.
Modifications planned	§ No.	§ No.	§ No.	§ No.	§ N/A.
Promotion literature					
Min. requirements of Directive fulfilled	§ Yes.	§ Yes.	§ Yes.	§ Yes.	§ N/A.
Same requirements for other media	§ Electronic formats except radio and TV spots (89/552/EC Article 1a).	§ No.	§ Electronic formats, TV and radio in case of engine related performance criterion of a specific model.	§ No.	§ N/A.
Modifications planned	§ No.	§ No.	§ No.	§ No.	§ N/A.
Assessment of the compliance of the Directive's provision					
Assessment methods (e.g. surveys, studies)	§ No assessment carried out yet.	§ Inspection of dealerships (2002, 2003).	§ No formal assessment, but no complains by local authorities and SIMI, which regularly visits dealers.	§ No assessment carried out yet.	§ N/A.
Compliance of the label	§ N/A.	§ Satisfactory: content and format good, but sometimes label not displayed (26%).	§ Considered satisfactory.	§ N/A.	§ N/A.
Compliance of the guide	§ N/A.	§ Very good. § Guides available: 72%. § High demand, edition out of stock.	§ Very good, but low demand.	§ N/A.	§ N/A.
Compliance of the poster	§ N/A.	§ Satisfactory: content and format good, but sometimes poster not displayed (39%).	§ Considered satisfactory.	§ N/A.	§ N/A.
Promotion literature	§ N/A.	§ Good. § In single cases, no or incomplete information about fuel consumption and CO ₂ emissions. (7%)	§ Considered satisfactory.	§ N/A.	§ N/A.
Assessment of the effectiveness of the Directive regarding the reduction of CO ₂ emissions from passenger cars	§ No assessment carried out yet.	§ No assessment carried out yet.	§ No assessment carried out yet.	§ No assessment carried out yet.	§ N/A.
Assessment of the effectiveness of the Directive regarding informing and influencing consumers					
Assessment methods (e.g. surveys, studies)	§ No assessment carried out yet.	§ No assessment carried out yet.	§ No formal assessment, but anecdotal feedback from SIMI and local authorities.	§ No assessment carried out yet.	§ N/A.
Consumer awareness and understanding of fuel economy issues	§ Fuel cost/consumption and emission level reasonable important in vehicle purchase decisions.	§ Consumers awareness of fuel economy and environmental issues is slowly increasing. § Fuel economy and environmental impact only one factor among others in vehicle purchase decisions.	§ Fuel cost/consumption reasonable important in vehicle purchase decisions. § Emission level no major factor in vehicle purchase decisions, but interest is growing slowly.	§ Implementation of the Directive first regulation regarding this issue. § Emission level no major factor in vehicle purchase decisions yet.	§ N/A.
Major factors in vehicle purchase decisions	§ N/A.	§ N/A.	§ VRT. § Fuel cost/consumption reasonable important. § Emission level no major factor.	§ N/A.	§ N/A.
Information sources for fuel economy issues	§ N/A.	§ N/A.	§ N/A.	§ N/A.	§ N/A.

Effectiveness of the Directive provisions	§ N/A.	§ N/A.	§ Limited effective in individual cases, but no major effectiveness generally. § Guide perhaps most informative element (background information , overview of all models). Poster next most useful in comparative terms. Label less influential, too car specific and without comparative terms.	§ N/A.	§ N/A.
Comparison of vehicle models, energy efficiency rating	§ Consumer protection organisations and automobile clubs would prefer a label with an energy efficiency rating system (A-G).	§ N/A.	§ SEI would prefer a label with an energy efficiency rating system (A-G).	§ N/A.	§ N/A.
Overall assessment and improvements					
Overall assessment	§ Effectiveness of the Directive can not be assessed yet.	§ Compliance with the Directive is generally considered satisfactory. § Fuel economy and environmental impact only one factor among others in vehicle purchase decisions.	§ Compliance with the Directive is generally considered good. § Limited effective in individual cases, but no major effectiveness generally. § Guide perhaps most informative element (background information , overview of all models). Poster next most useful in comparative terms. Label less influential, too car specific and without comparative terms. § Fuel cost/consumption reasonable important in vehicle purchase decision. § Emission level no major factor in vehicle purchase decisions, but VRT	§ Implementation of the Directive first regulation regarding this issue. § Emission level no major factor in vehicle purchase decisions yet. § Effectiveness of the Directive can not be assessed yet.	§ N/A.
Proposals for improvements	§ No proposals for improvements. § Consumer protection organisations and automobile clubs would prefer a label with an energy efficiency rating system (A-G).	§ Increase of consumers awareness of fuel economy and environmental impacts of fuels.	§ No proposal for improvements. § SEI would prefer a label with an energy efficiency rating system (A-G).	§ No proposal for improvements.	§ N/A.

Annex 1: Evaluation of the Member States reports – Tabular Comparison – Part 3: Netherlands, Portugal, Spain, Sweden, United Kingdom

	NL	P	SP	SW	UK
Implementation into national law					
Directive 1999/94/EC	"Decree no. 2000/0317/NL"	„Decreto-Lei n.º 304/2001 de 26 de Novembro"	"Real Decreto 837/2002 de 02.08.2002"	"Riktlinjer för information om nya personbils bränsleförbrukning, koldioxidutsläpp (CO ₂) och miljöklass (KOVFS 2002:2)"	"Statutory Instrument 2001 No. 3523 - The Passenger Car (Fuel Consumption and CO ₂ Emissions Information) Regulation 2001"
Date of entry into force	18 January 2001	26 November 2001	30 November 2002	19 April 2002	21 November 2001
Directive 2003/73/EC	Yes.	In process, draft decree available.	Yes.	Yes.	Yes.
Recommendation 2003/217/EC	No.	In process, draft decree available.	No.	Partly, for other media, except TV and radio promotion.	No.
Institution and contact person in charge					
Institution	Ministerie van VROM - DG Milieubeheer, directie Klimaatverandering en Industrie, afdeling Energie en Voertuigtechniek Postbus 30945, 2500 GX Den Haag	Instituto do Ambiente, Departamento de Estratégias e Programas Ambientais Ministério do Ambiente e do Ordenamento do Território R. da Murgueira, Zambujal 2720, 865 Amadora	N/A.	Konsumentverket KO Rosenlundsgatan 9, 118 87 Stockholm	Department for Transport (DfT), Transport Environment and Taxation Division 4/17 Great Minister House, 76 Marsham Street, London SW 1P 4DR
Contact person	Mr. P. Godfroij Tel.: ++31-70-339-2232 Fax: ++31-70-339-1592 E-Mail: per.godfroij@minvrom.nl	Mrs. Paula Filomena das Neves Carreira Tel.: ++351-214-728355 Fax: ++351-214-719074 E-Mail: paula.carreira@iambiente.pt	N/A.	Mr. Magnus Karpe Tel.: ++46-8-429-0500 Fax: ++46-8-429-8900 E-Mail: magnus.karpe@konsumentverket.se	Mr. Matthew Hammond and Mr. Stephen McFarlane Tel.: ++44-20-7944-4378 / - 2087 Fax: ++44-20-7944-2605 E-Mail: matthew.hammond@dtf.gsi.gov.uk or stephen.mcfarlane@dtf.gsi.gov.uk
Economic policies, governmental regulations or market arrangements in relation to passenger cars and fuel consumption	§ Vehicle acquisition tax (BPM), based of the net sales price and fuel type. In 2002: BPM refund for environmental friendly cars of energy efficiency class A and B. § Motor tax (MRB), based on the vehicle weight and fuel type. § Fuel tax, based on the fuel type. § "Green leasing companies": Only cars of energy efficiency class A, B or C are offered.	§ Implementation of Directive 1999/94/EC first regulation regarding this issue.	§ Car tax (Real Decreto Legislativo): Tax incentive for low-emission vehicles, based on fuel type, engine type and emissions. § Excise tax: Tax incentive for companies supporting the use of more energy efficient means of transportation by their employees. § Extension of the "Plan Prever" programme (2004 - 2006): Tax incentive for replacing old by new cars.	§ Motor tax, based on the vehicle weight and fuel type. Tax exemption for electric and hybrid cars. § Fuel tax, based on the fuel type. § CO ₂ tax, identical for all fuel types. § "Green tax postponement": Increase of CO ₂ tax importance in relation to the fuel tax. Sum of CO ₂ tax and fuel tax remains unchanged. § Environmentally friendly company cars: Reduced tax of the money-worth advantage.	§ Graduated vehicle excise duty (VED), based on CO ₂ emissions (g/km). CO ₂ emission bands identical for all fuel types. § Company car tax (similar principle applies as for VED). § Fuel taxation, based on fuel type.
Parallel or previous initiatives regarding the awareness of vehicle fuel economy issues	§ Information brochure on the fuel consumption of passenger cars. § Initiative "Buy economically, drive economically" ("Koop zuinig, Rij zuinig"). § Initiative "Eco Driving" ("Het Nieuwe Rijden"). § Introduction of the energy efficiency labelling: advertisement campaign. § Introduction of the BPM refund: advertisement campaign.	§ Information campaigns for drivers regarding environmental pollution due to emissions, incl. emission tests of private cars (1993 - 1998).	§ "Plan Prever" programme (entry into force: April 1997). § Participation of IDAE in the European ECODRIVE and CLASE projects. § Regular, environmental related programmes (conferences, brochures, publications, ...) by IDAE. § Co-operation with consumer protection organisations and NGOs in distributing information materials.	§ KOVFS 1977:2: National decree on fuel economy information of passenger cars. § KOVFS 1979:11 (revision). § KOVFS 1988:1 (revision). § KOVFS 1996:12 (revision).	§ "Energy Saving Trust's Transport Energy PowerShift programme". § National regulation on car labelling since 1977, fuel economy guide since 1978.

National implementation					
Responsibilities	§ Label, poster: Supply by importers. § Guide: Concept and production by RDW.	§ Label: Production by dealerships. Online supply of data by ACAP and DGV. § Guide: Concept by DGV in co-operation with ACAP. Production by dealerships. Online supply of pdf version by DGV and ACAP.	§ Label, poster: Supply by manufacturers/importers. § Guide: Concept and production by IDAE in co-operation with manufacturers/importers.	§ Label, poster: Supply by manufacturers/importers. § Guide: Concept and production by Konsumentverket in co-operation with Naturvårdsverket and Vägverket.	§ Label, poster: Supply by manufacturers/importers. § Guide: Concept and production by the Government.
Cost	§ Label, poster: Cost borne by importers. § Guide: Cost borne by Ministerie van VROM. § 165.000 guides in 2004. § Estimated material cost: label, poster 0,4 Mill €, 0,80 € per guide, personnel cost: 2 Mio € (in total).	§ Cost for concept of label and guide borne by ACAP. § Cost for production of label, poster and guide borne by manufacturers/importers and dealerships. § Cost: N/A.	§ Label, poster: Cost borne by manufacturers/importers. § Guide: Cost borne by IDAE. § Cost: N/A.	§ Label, poster: Cost borne by manufacturers/importers. § Guide: Cost borne by Konsumentverket. § ~140.000 guides p.a.. Cost: N/A.	§ Label, poster: Cost borne by manufacturers/importers. § Guide: Cost borne the Government. § 325.000 guides in 2003. § Estimated annual cost in total for Government, industry and Business: 1.832.600 Pound (2.748.900 €).
Format of the information tools					
Label					
Min. requirements of Directive fulfilled / indicated data	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km) and fuel reach (km/l).	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km).	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km). Optional label: also fuel reach (km/l).	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km).	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km) and fuel reach (mpg).
Additional data or information	§ No.	§ No.	§ No.	§ Miljöklass (National environmental class).	§ New label introduced by Sept. 2005: VED, fuel cost per 12.000 miles.
Comparison of vehicle models, energy efficiency rating	§ 7 energy efficiency classes A-G based on the relative energy efficiency (%) - based on the CO ₂ emissions (g/km) - showing the relative energy efficiency of a car in comparison to the average energy efficiency of cars with the same size, separate calculation for petrol and diesel.	§ 4 energy efficiency classes "green, yellow, orange, red" based on the fuel consumption (l/100km) with identical fuel consumption bands for all fuel types, identical rating system for all cars, no additional classification into car segments.	§ Optional label: 7 energy efficiency classes A-G based on the relative fuel efficiency (%) - based on fuel consumption (l/100km) - showing the relative fuel efficiency of a car in comparison to the average fuel efficiency of cars with the same size, separate calculation for petrol and diesel.	§ No.	§ New label introduced by Sept. 2005: 6 energy efficiency classes (A-F) based on the CO ₂ emission (g/km), with identical CO ₂ emission bands for all fuel types (linked to the 6 VED bands), identical rating system for all cars, no classification in car segments.
Modifications planned	§ No.	§ No.	§ No.	§ No.	§ No.
Guide					
Min. requirements of Directive fulfilled / indicated data	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km) and fuel reach (km/l). § Vehicle models grouped by make, fuel type and by model/size.	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km). § Vehicle models grouped by make and in alphabetic order.	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km). § Vehicle models grouped by make and in alphabetic order, separate list for each fuel type.	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km). § Vehicle models grouped by make, miljöklass and by model/size, separate list for each fuel type.	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km) and fuel reach (mpg). § Vehicle models grouped by make and by model/size, separate list for Euro3 and Euro4 emission standard.
Additional data or information	§ No.	§ No.	§ No.	§ Miljöklass, car tax, technical data, recommended consumer price, warranty information. § List of the 24/20 most fuel efficient petrol/diesel models, list of models with alternative engines (e.g. hybrid).	§ Fuel cost per 6.000 miles, noise and toxic emission data from type approval.
Comparison of vehicle models, energy efficiency rating	§ Yes. See label.	§ No.	§ Yes. See optional label.	§ No.	§ No.
Update	§ Annual.	§ Frequent update (online database).	§ Every 6 months.	§ Annual.	§ Annual.

Internet version	§ Database for the selection of vehicle models, but no comparative terms. Update ~ every 3 months. www.anwb.nl	§ Pdf version of the guide and data-base with different comparative terms. Update frequently. www.dgv.pt , www.acap.pt	§ Pdf version of the guide and data-base with different comparative terms. Update every 6 months. www.idae.es	§ Pdf version of the guide and data-base with different comparative terms. Annual update. www.konsumentverket.se	§ Pdf version of the guide and data-base with different comparative terms. Update frequently. www.vcacarfueldata.org.uk
Modifications planned	§ Yes, database (voluntary initiative of ANWB), should get a more official status by involving RDW.	§ No.	§ No.	§ No.	§ No.
Poster					
Min. requirements of Directive fulfilled / data indicated	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km) and fuel reach (km/l).	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km).	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km).	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km).	§ Yes, CO ₂ (g/km), fuel consumption (l/100 km) and fuel reach (mpg).
Additional data or information	§ No.	§ No.	§ No.	§ Miljöklass.	§ No.
Update	§ Every 6 months.	§ Every 6 months.	§ Every 6 months.	§ Every 6 months.	§ Every 6 months.
Modifications planned	§ No.	§ Implementation of Directive 2003/73/EC in process.	§ No.	§ No.	§ No.
Promotion literature					
Min. requirements of Directive fulfilled	§ Yes.	§ Yes.	§ Yes.	§ Yes.	§ Yes.
Same requirements for other media	§ No.	§ Implementation of Recommendation 2003/217/EC in process.	§ No.	§ Yes, for owners manuals, instruction videos, but not for TV and radio promotion.	§ No.
Modifications planned	§ No.	§ Yes, implementation of 2003/217/EC	§ No.	§ No.	§ No.
Assessment of the compliance of the Directive's provision					
Assessment methods (e.g. surveys, studies)	§ Inspection of car importers and dealerships (2001, 2002).	§ Inspection of dealerships.	§ Inspection of dealerships, promotion literature and newspaper advertisements (2003, 2004).	§ Inspection of dealerships (1998, 2003).	§ No assessment carried out yet.
Compliance of the label	§ Very good: content, format and display 80% (2001) and 90% (2002). At the second inspection: 100%. § Good compliance also due to the pre-announcement of the inspection.	§ Very good: content 96,6%, format 97,6%, display 88,3%. § Single objections about wrong paper (with manufacturer label).	§ Not satisfactory. § Related to dealerships (showroom cars): content and format 20% (28%), display 29% (53%), optional label: 1% (4%).	§ Satisfactory: content and format 58%, display 73%.	§ Good, except display. § Some manufacturers produce their own labels including additional information, e.g. safety information. § Label not displayed at all vehicles.
Compliance of the guide	§ Very good, but low demand.	§ Very good. § Download of pdf version of the guide from DGV and ACAP website by dealerships. § 8,2% dealerships had problems to make available the guide.	§ Very good, except distribution at the dealerships. § Guide available: 7% (6% printed version, 1% electronic version).	§ Very good. § Guides available: 66%, guide displayed: 39%.	§ Very good, but low demand.
Compliance of the poster	§ Very good: content, format and display 90%, at the second inspection: 100%.	§ Satisfactory: not displayed: 3,3%, only badly visible: 16,1%. § Dealers opinion: poster unattractive for consumers, difficult actualisation.	§ Not satisfactory: content and format 34%, display 41%.	§ Satisfactory: content: 50%, display 65%. § Some posters do not include all models (15%), are not up to date (31%) or only badly visible (42%).	§ Satisfactory.
Promotion literature	§ Very good.	§ Satisfactory. § In single cases, no or incomplete information about fuel consumption and CO ₂ emission or data printed in too small letters.	§ Sales brochures: Good, format and content 86%. § Advertisements in newspapers: Not satisfactory, content and format 14% (content 77%). In most cases, data printed in too small letters.	§ Good. § In single cases, no or incomplete information about fuel consumption and CO ₂ emissions esp. at promotion posters outside the showrooms (e.g. at the street).	§ Satisfactory.

Assessment of the effectiveness of the Directive regarding the reduction of CO ₂ emissions from passenger cars	<p>§ Standard for the energy efficiency classes is updated yearly. Development of the fuel efficiency based on the energy efficiency classes (A-G), can only be determined, if the fuel economy standard of a certain year is also used for other years.</p> <p>§ Development of the registration figures separated by energy efficiency class (A-G), 2000 - 2003 (based on standard for 2002): After implementing the Directive in 2001, percentage of class B and C increased slightly, class D, E and F decreased, class A and G did not change relevantly.</p> <p>Due to the BPM refund for environmentally friendly passenger cars of class A and B, percentage of class A and B increased in 2002 super proportionally. After abolishing the BPM refund in 2003, percentage of class A and B decreased again.</p>	§ No assessment carried out yet.	<p>§ Development of the average CO₂ emissions (fuel consumption) of new passenger cars, 2002 - 2003: 166,1 g/km à 165,5 g/km (6,74 l/100km à 6,69 l/100km).</p> <p>§ Effectiveness of the Directive can not be assessed yet (late implementation).</p>	§ No assessment carried out yet.	§ No assessment carried out yet.
Assessment of the effectiveness of the Directive regarding informing and influencing consumers					
Assessment methods (e.g. surveys, studies)	§ Surveys with new car buyers (before implementation of the Directive, 2001, 2002).	§ Survey with new car buyers and dealers.	§ Survey with new car buyers and dealers (2003).	§ No formal assessment, but feedback from consumer protection organisations, "Motormännens riksförbund" and dealers (2003).	§ Survey with private consumers, new car buyers and dealers (1999-2000, 2002, 2003).
Consumer awareness and understanding of fuel economy issues	<p>§ Fuel economy and environmental impact no major factor in vehicle purchase decisions.</p> <p>§ Consumers not well aware of fuel economy and environmental issues.</p>	<p>§ Fuel economy and environmental impact no major factor in vehicle purchase decisions.</p> <p>§ Consumers not well aware of fuel economy and environmental issues.</p>	<p>§ Fuel economy and environmental impact no major factor in vehicle purchase decisions.</p> <p>§ Consumers not well aware of fuel economy and environmental issues.</p>	<p>§ Partly, consumers are aware of fuel economy and environmental issues.</p> <p>§ Fuel economy and environmental impact only one factor among others in vehicle purchase decisions.</p>	<p>§ Fuel economy and environmental impact no major factor in vehicle purchase decisions.</p> <p>§ Interest growing slowly with greater awareness of climate change and CO₂ emission issues.</p>
Major factors in vehicle purchase decisions	<p>§ Size, engine power, safety qualities, manufacturers' image.</p> <p>§ Fuel economy and environmental impact no major factor in vehicle purchase decisions. Esp. for company car drivers, who do not have to pay for the fuel.</p> <p>§ Fuel consumption mostly only important because of the cost, but not to environmental issues.</p>	<p>§ Private consumers: safety qualities, comfort, price.</p> <p>Commercial consumers: safety qualities, price, fuel type.</p> <p>Dealerships: safety qualities, design, price.</p> <p>§ Fuel economy ranked 6th (private c.), 5th (commercial c.).</p> <p>§ 44% would buy selected car despite of high fuel consumption. 56% would look for another model or a diesel engine car.</p>	<p>§ Besides design, fuel consumption ranks 1st (76%), followed by cost/prize, fuel type, manufacturers image and engine power.</p> <p>§ Fuel consumption especially important for diesel car buyers (82%; petrol: 64%).</p> <p>§ Fuel consumption mostly only important because of the cost, but not to environmental issues.</p>	<p>§ Cars safety qualities, reliability and cost/price followed by space, suitability, fuel economy, comfort and road characteristics.</p> <p>§ Fuel consumption mostly only important because of the cost, but not to environmental issues.</p> <p>§ Fuel consumption more important for private consumers than company car drivers.</p>	<p>§ Cost, reliability, performance, practicality and safety.</p> <p>§ Fuel economy ranks 6th from 15th characteristics.</p> <p>§ Fuel consumption mostly only important because of the cost, but not to environmental issues.</p>
Information sources for fuel economy issues	§ N/A.	<p>§ Private c.: own observations in showrooms, dealers, reputation of the brand.</p> <p>Commercial c.: own observations in showrooms, leasing companies, magazines.</p> <p>§ Label, poster, guide less important.</p>	§ Dealer, recommendation by family/friends, sales brochures, car magazines.	<p>§ Tests in car magazines and other media, vehicle brochures, websites, recommendation.</p> <p>§ Swedish automobile club "Motormännens riksförbund" (for members).</p>	§ Consumer guides and car magazines, dealerships, sales brochures, recommendation by family/friends.

Effectiveness of the Directive provisions	<p>§ Awareness as regards label, poster and guide quite low.</p> <p>§ Label most informative and effective element (easy understanding of the energy efficiency rating system). Guide quite informative, but not well known by the consumers. Poster not clearly arranged and ineffective, also promotion literature less effective (mostly only min. - max. data). Numerical information generally without meaning for the consumers.</p>	<p>§ Awareness as regards label, poster and guide very low (1,1-27,3%) and not regarded as informative or effective.</p> <p>§ Limited effective in individual cases, but no major effectiveness generally.</p> <p>§ Promotion literature and guide (commercial c.) perhaps most useful and informative element. Label less impactful and poster without any effectiveness.</p>	<p>§ Awareness as regards label, poster, guide and database quite low: Mandatory label: 25%, optional label: 9%, poster: 19%, guide: 9%, database: 7%.</p> <p>§ 57% regard the information tools as very informative and useful (private c.: 64%, commercial c.: 51%).</p> <p>§ 45% think that information tools may positively influence vehicle purchase decisions. Problem: information tools not available at all dealerships, consumers not aware of this tools.</p>	<p>§ Directives' provisions generally considered as informative and helpful for consumers by consumer protection organisations and "Motormännens riksförbund".</p> <p>§ Effectiveness of information tools not assessed in details.</p> <p>§ Label perhaps most well known, informative and effective element, poster and esp. guide less known and considered as ineffective.</p>	<p>§ Limited effective in individual cases perhaps, but no major effectiveness generally.</p> <p>§ Effectiveness of information tools not assessed in details.</p> <p>§ Guide perhaps most useful and informative element (comparison of models possible). Label ineffective (numerical information without any meaning for consumers).</p>
Comparison of vehicle models, energy efficiency rating	<p>§ Most consumers prefer the energy efficiency rating system with additional car classification based on the vehicle size (most consumers already decided the vehicle size of the new car, before the car purchase).</p>	<p>§ Most consumers would prefer a direct comparison of the fuel consumption of similar models (private c.: 81,4%, commercial c.: 78,8%), e.g. based on car segments, engine capacity.</p> <p>§ Most consumers would prefer an energy efficiency rating system (A-G).</p>	<p>§ Most consumers prefer the optional label with an energy efficiency rating system (A-G).</p>	<p>§ N/A.</p>	<p>§ Most consumers would prefer a labels with an energy efficiency rating system (A-G).</p>
Overall assessment and improvements					
Overall assessment	<p>§ Compliance with the Directive is generally considered very good.</p> <p>§ Consumers not well aware of fuel economy and environmental issues.</p> <p>§ Fuel economy and environmental impact no major factor in vehicle purchase decisions.</p> <p>§ Label most informative and effective element (easy understanding of the energy efficiency rating system). Guide quite informative, but not well known by the consumers. Poster and promotion literature less effective. Numerical information only generally without meaning for consumers.</p> <p>§ Consumers prefer the existing energy efficiency rating system with additional car classification based on the vehicle size (decision regarding vehicle size in general already fixed).</p> <p>§ Tax incentives as BPM refund 2002 for vehicles with energy class A and B are well accepted by consumers and show great impact in vehicle purchase decisions.</p>	<p>§ Compliance with the Directive is generally considered good.</p> <p>§ Fuel economy and environmental impact no major factor in vehicle purchase decisions. Foremost factors: safety qualities, comfort and price.</p> <p>§ Limited effective in individual cases perhaps, but not major effectiveness generally.</p> <p>§ Consumers not well aware of fuel economy and environmental issues.</p> <p>§ Most consumers would prefer a label with an energy efficiency rating system with additional car classification, e.g. based on car segments, engine capacity.</p>	<p>§ Compliance with the Directive is generally not satisfactory yet (late national implementation).</p> <p>§ Awareness of Dealers on the Directive's provision is very low.</p> <p>§ Awareness of consumers on energy efficiency labelling of cars as well as fuel economy and environmental issues is quite low.</p> <p>§ Fuel consumption mostly only important because of the cost, but not to environmental issues.</p> <p>§ Most consumers prefer the optional labels with an energy efficiency rating system (A-G).</p>	<p>§ Compliance with the Directive is generally considered satisfactory.</p> <p>§ Content of label/poster and display of all tools have to be improved.</p> <p>§ Fuel economy and environmental impact only one factor among others in vehicle purchase decisions. Foremost factors: cars safety qualities, reliability and cost/price.</p> <p>§ Fuel consumption mostly only important because of the cost, but not to environmental issues.</p>	<p>§ Compliance with the Directive is generally considered good.</p> <p>§ Limited effective in individual cases perhaps, but no major effectiveness generally.</p> <p>§ Awareness of consumers on energy efficiency labelling of cars as well as fuel economy and environmental issues is slowly increasing.</p> <p>§ Fuel consumption mostly only important because of the cost, but not to environmental issues.</p> <p>§ Most consumers would prefer a labels with an energy efficiency rating system (A-G).</p>

Proposals for improvements	<p>§ Introduction of an EU-wide identical energy efficiency labelling system as already existing e.g. for white goods.</p> <p>§ Due to the high production cost and the low demand, the guide should be replaced by a download version.</p> <p>Directive provisions should be transferred to a recommendation of the EU commission.</p> <p>§ Due to the ineffectiveness of poster and promotion literature, Directive provisions should be transferred to a recommendation of the EU commission.</p> <p>§ Increase of consumers awareness of fuel economy while driving, e.g. by standard equipment of new passenger cars with fuel consumption indicators or cruise control.</p>	<p>§ Increase of consumers awareness of fuel economy and environmental impacts of fuels.</p> <p>§ Increase of consumers awareness of available information literature at dealerships.</p> <p>§ Sensitisation of dealerships regarding the importance of the Directive's provisions.</p>	<p>§ Introduction of a mandatory label with an energy efficiency rating system (A-G).</p> <p>§ EU-wide harmonised provisions for content and design of the tools in line with the EU-Market requirements.</p> <p>§ Increase of consumers awareness of fuel economy and environmental impacts of fuels as well as of available information tools at the dealerships.</p> <p>§ Sensitisation of dealerships regarding the importance of the Directive's provisions.</p> <p>§ Due to the high production cost, the low demand and the low up-to-date-ness, the guide should be replaced by a download version.</p>	<p>§ Increase of consumers awareness of fuel economy and environmental impacts of fuels.</p> <p>§ Sensitisation of dealerships to meet the Directives' provision.</p> <p>§ "Motormännens riksförbund" would prefer the introduction of a new driving test cycle for fuel consumption measurement, which involves technical solutions influencing the fuel consumption.</p>	<p>§ Introduction of a labels with an energy efficiency rating system (A-G), based on an absolute basis covering all cars.</p> <p>§ Since cost are of higher priority than environmental issues, fuel consumption and CO₂ emission should be expressed as fuel running cost on the label.</p> <p>§ EU-wide harmonised provisions for content and design of the tools in line with the EU-Market requirements.</p> <p>§ Development of new labelling system through voluntary agreement with automobile industry to enable faster progress.</p>
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