

Annex 2: Summary Report – Part 1: Austria

0	Implementation	
0.1	Implementation of Directive 1999/94/EC	Personenkraftwagen-Verbraucherinformationsgesetz – Pkw-VIG (Passenger Car - Consumer Information Act) Date of entry into force: 30.03.2001
0.2	Implementation of Directive 2003/73/EC (amendment of annex III to Directive 1999/94/EC)	No.
0.3	Implementation of Commission Recommendation 2003/217/EC (application to other media)	No.
0.4	Member state report according to 2001/667/EC	Yes.
1	Institution and contact person in charge	
1.1	Institution	Bundesministerium für Land- und Forstwirtschaft, Umwelt und Wasserwirtschaft (BMLFUW) Abteilung V/5 Verkehr Mobilität, Siedlungswesen, Lärm (Federal Ministry for Agriculture and Forestry, Environment and Water Management Unit V/5 Transport, Mobility, Planning and Building, Noise) Stubenbastei 5, 1010 Wien, Austria
1.2	Contact person	Dipl.-Ing. Helfried Gartner Tel.: ++43-1-51522-1208 Fax: ++43-1-51522-7208 E-Mail: helfried.gartner@lebensministerium.at
2	Structure of passenger car market	
2.1	Registration figures	<ul style="list-style-type: none"> New cars (per year): approx. 275.000 - 290.000 units Used cars, change of ownership (per year): approx. 700.000 units (approx. 50% through dealerships)
2.2	Dealer network	<ul style="list-style-type: none"> Dealerships: 2.730 franchise dealerships, 1.470 non-franchised dealerships 80% single franchise dealerships, 20% multi-franchise dealerships
3	Economic policies, governmental regulations or market arrangements in relation to passenger cars and fuel consumption	<ul style="list-style-type: none"> Normverbrauchsabgabe (NOVA) (Standard Fuel Consumption Tax): Tax on new passenger cars based on the official fuel consumption data according to 93/116/EC as percentage of the net price (max. 16%). Calculation: diesel cars: (fuel consumption - 2l) * 2, petrol and other cars: (fuel consumption - 3l or 3kg) * 2, rounded up or off to the next fully number. Electric cars are tax free. Fuel taxation: New fuel taxation system since 01.01.2004, tax increase between 2,5 and 67,5% depending on the fuel type. Commitment of the automobile manufacturer associations ACEA, JAMA and KAMA regarding the reduction of CO₂ emissions of new passenger cars.
4	Parallel or previous initiatives regarding the awareness of passenger car fuel economy issues	<ul style="list-style-type: none"> NOVA (since 1991). Initiative of ÖAMTC (Austrian Automobile and Touring Club): "Gleiten statt Hetzen" (Drive smoothly, save fuel), improvement of the road safety and reduction of the fuel consumption in the late 70th and 80th. Initiatives of automobile clubs (ÖAMTC and ARBÖ): Free public information leaflet on fuel saving driving, also available online. Initiative of VCÖ (Austrian Traffic Club) in co-operation with the corresponding clubs in Germany and Switzerland: "Auto-Umweltliste" (Passenger Cars - Environment List), booklet with information on environmental friendly and fuel efficient passenger cars, published annually, until the introduction of the guide according to 1999/94/EC (1989-1999). Initiative of the Federal Ministry for Education, Science and Culture (BMBWK) in co-operation with SAVE, the EU energy efficiency programme: "Ecodriving Europe - Building the frame for a European Market for Ecodriving", establishing of European wide standards for fuel efficiency driving, period: April 2001 - October 2004.
5	National implementation	
5.1	Responsibilities	<ul style="list-style-type: none"> Label, poster: Label and poster are made available by automobile importers. Download of the label also available on the website www.kfz-online.at. Guide: Concept, production and distribution in co-operation of the federal dealership organisation, the automobile importers, the federation of Austrian industries and the Austrian economic publishing house on behalf of BMLFUW. Before publication the guide has to be approved by the BMLFUW.

5.2	Cost	<ul style="list-style-type: none"> • Cost for production and distribution of label, poster and guide are primarily borne by automobile importers, partly at the expense of the dealerships. • First edition of the guide: 212.000 (2001), due to low demand only 106.000 copies in 2002. • Cost of label, poster and promotion material is no problem. • Cost of guide too high considering that permanent updating and amending not possible (new models). Online version offers better cost/benefit relationship. • Request of dealerships and automobile importers: Print version of the guide should either be downscaled or discontinued due to high cost and low demand. Instead an internet data base has been set up on the website www.autoverbrauch.at. The medium-term aim is to make the data available only on the internet, since it is the only medium ensuring comprehensive and constantly updated consumer information. On request, a print version of the required data will be available at the dealer. Strongly downscaled guide as promotion leaflet for the online version with general information on fuel consumption and fuel efficiency driving. An according amendment of the EU directive is requested.
6	Format of the information tools	
6.1	Label	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Information about official CO₂ emission (g/km) and fuel consumption (l/100 km) data. • No classification or fuel efficiency rating system, but for an easier "optical" comparison with other models the absolute CO₂ emission is marked with an arrow at a coloured CO₂ emission scale from green (low CO₂ emissions) via yellow to red (high CO₂ emissions). • No information about fuel cost or environmental index/class. • Possible voluntary additional data or information: noise data, emission standard, NOVA, bio-fuel capability, LPG or CNG capability. • Modifications not planned at present. But EU-wide harmonised label desirable. Dealerships request a combination of label and the regular data sheet (technical data, price).
6.2	Guide	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Only one version available. • List of all vehicle models grouped by make and by model/size, separate list for each fuel type. • Information about official CO₂ emission (g/km) and fuel consumption (l/100 km) data. • No classification system, fuel efficiency rating system or comparison with other models. • No information about fuel cost, noise data, emission standard or environmental index/class. • Additional data or information: list of the 30 most fuel efficient models for diesel and petrol. • Annual update. • Guide also available on the website www.autoverbrauch.at, database with different comparative terms. • Modifications not planned at present. But due to the high cost and the low demand, dealerships and automobile importers request a downscaling or discontinuing of print version of the guide (see item 5.2. Cost).
6.3	Poster	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • No additional data or information. • Update every 6 months. Between updates new models shall be added to the bottom of the list. • Modifications not planned at present.
6.4	Promotional literature	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Modifications not planned at present.
7	Assessment of the compliance of the Directive's provisions	
7.1	Assessment methods (e.g. surveys, studies)	<ul style="list-style-type: none"> • Label, poster and guide: 3 x dealer interview in Vienna in July 2003, 5 x "Mystery Shopping" in Vienna and sample surveys of dealerships throughout Austria in 2002/2003. • Promotional literature: "Press clippings", analysis of 183 advertisements, period: September - October 2003.
7.2	Label	<ul style="list-style-type: none"> • Compliance with the provisions of the Directive is generally considered satisfactory. • Compliance regarding format and content good, but sometimes label not displayed at all vehicles or only badly visible. • Dealerships request a combination of label and the regular data sheet (technical data, price).

7.3	Guide	<ul style="list-style-type: none"> • Very good compliance with relevant provisions of the Directive. • Format 10x21 cm, 102 pages. • Limitation of data volume through combination of several types/versions of a model and indication of the highest consumption figure within the group, plus indication of most fuel-efficient model in brackets. • Available, free of charge, at dealerships, competent Federal Ministry, consumer organisations, automobile clubs and publisher, on request. Guide also available on the website www.autoverbrauch.at, database with different comparative terms. • Low demand for guide, edition was reduced to 106.000 copies in 2002 (212.000 copies in 2001). Potential new car buyers will rather refer to the NOVA or the label. The guide is rarely referred to for information since a direct comparison of models is not possible. • Due to the high cost and the low demand, dealerships and automobile importers request a downscaling or discontinuing of print version of the guide (see item 5.2. Cost).
7.4	Poster	<ul style="list-style-type: none"> • Compliance with the provisions of the Directive is generally considered satisfactory. • Compliance regarding format and content good, but sometimes only badly visible. • Poster plays a minor role within the provisions of the Directive.
7.5	Promotion literature	<ul style="list-style-type: none"> • Compliance with the provisions of the Directive is generally considered satisfactory. • In single cases, no information about fuel consumption and CO₂ emission or data printed in too small letters.
7.6	Penalty system	<ul style="list-style-type: none"> • After one written caution, fine between 200 and 2.000 EURO, in case of repetition up to 4.000 EUR. • Up to now no penalties have been issued.
8	Assessment of the effectiveness of the Directive's provisions	
8.1.	Assessment of the effectiveness of the Directive regarding the reduction of CO ₂ emissions from passenger cars	<ul style="list-style-type: none"> • CO₂ monitoring based on the European Parliament Decision No. 1753/2000/EC of 20 June 2000 on the monitoring of specific CO₂ emissions of new passenger cars. • 2001 - 2002: CO₂ emissions of newly registered petrol engine cars reduced by 2 g/km; no change with diesel engine cars. For gas engine cars reduction of 20 g/km, however, since only 32 of these cars were sold, there is no impact on the average emission value of the fleet of newly registered passenger cars.
8.2.	Assessment of the effectiveness of the Directive regarding informing and influencing consumers	
8.2.1	Assessment methods (e.g. surveys, studies)	<ul style="list-style-type: none"> • „Car Labelling“ Questionnaires and interviews in private households on „Car Labelling“ and related consumer awareness issues, realised by Fessel-GfK Marktforschung on behalf of the Austrian Energy Agency (E.V.A.) in spring 1998: Questionnaire from 14.04.-14.05.1998; 1.806 interviews across Austria, personal interviews from 15.06.-09.07.1998; 892 interviewees from 15 years of age across Austria. • „Attitude towards transport issues“ Personal interviews on „Attitude towards transport issues“ realised by GALLUP Dr. Karmasin Marktforschung on behalf of the Austrian Energy Agency, EVA, under the EVA EU project TRANSINQ from 18.06.-20.08.1999 1.850 interviewees from 14 years of age out of which 1043 car drivers. • „Consumer information for new car purchase “ 2.016 persons interviewed from 15 years of age (representative sample for Austria) in March/April 2003, out of which 218 new car buyers over the last 2 years, sub-contracted to spectra Marktforschung.
8.2.1.1	Consumer awareness and understanding of fuel economy issues	<ul style="list-style-type: none"> • 64% believe that road transport is the main cause of environmental destruction in Austria („Attitude towards transport issues“). • 59% have heard about the passenger car consumer information act (Pkw-PIV) („Consumer information for new car purchase “). • When purchasing a new car fuel efficiency information is generally requested, but price incl. resale value and safety standards has higher priority („Attitude towards transport issues“). • Fuel efficiency is more important to commercial than to private consumers. Amortisation period (low consumption at higher purchase price) plays a major role.
8.2.1.2	Major factors in vehicle purchase decisions	<ul style="list-style-type: none"> • Environmental issues ranked 7th and last, fuel consumption ranked 4th, safety ranked 1st, cost ranked 2nd („Car Labelling“). • 24% would buy selected car despite of high fuel consumption. The remaining 76% would look for another model or a diesel engine car („Car Labelling“).

8.2.1.3	Information sources for fuel economy issues	<ul style="list-style-type: none"> 81% of new car buyers feel that legislation is adequate as source of information („Consumer information for new car purchase “). Additional information sources: 18% car magazines, 16% automobile clubs, 16% friends, 10% dealers, 5% internet („Consumer information for new car purchase “).
8.2.1.4	Effectiveness of the Directive provisions	<ul style="list-style-type: none"> 57% of new car buyers see a direct impact of the provisions in vehicle purchase decisions („Consumer information for new car purchase“). Impact on new car buying decision - rating: label 22%, poster 18%, guide 17%, promotion literature 12% (“Consumer information for new car purchase“).
8.2.1.5	Comparison of vehicle models, energy efficiency rating	<ul style="list-style-type: none"> To 71% the comparison of fuel consumption of similar models is very important. 40% would prefer the comparison of identical performance vehicles, 15% comparison of vehicles of the same price category, 19% an overall comparison (all new vehicles), only 3% comparison of identical size vehicles („Car Labelling“). 32% of interviewees would highly welcome, 23% largely welcome, 26% welcome, 11% little welcome, 8% not welcome an „energy efficiency label“ on the model of household tool labelling („Car Labelling“). 13% of motorists feel that an „energy efficiency label“ would be very useful, 43% useful, 19% not useful („Attitude towards transport issues“).
9	Extension to other media	<ul style="list-style-type: none"> Guide also available on the website www.autoverbrauch.at, database with different comparative terms. Frequently updated.
10	Overall assessment and improvements	
10.1	Overall assessment	<ul style="list-style-type: none"> Compliance with the provisions of the Directive is generally considered good. Limited effective in individual cases perhaps, but no major effectiveness generally. Directive 1999/94/EC important step in the right direction, but consumer information and the commitment of the automobile manufacturers on the reduction of CO₂ emissions of new vehicle not sufficient for steering consumers towards buying more fuel-efficient cars. As a 3rd pillar tax incentives and tools for the promotion of low-consumption vehicles must be created within the Community framework. Precise definitions for a harmonisation of the tools in content and design at Community level are requested. Print version of the guide should be downscaled or even discontinued due to high cost and low demand. Instead, data base available on the internet, since it is the only medium ensuring comprehensive and constantly updated consumer information. On request, a print version of the required data will be available at the dealer. A number of representative surveys confirm the consumers' wish for direct comparison of „comparable“ vehicle models (e.g. size, performance, functionality). An energy efficiency rating system (A-G) as already existing e.g. for white goods, implemented accordingly within the meaning of the directive by NL, DK, ES is given as an example and welcomed. The automobile industry, however, refers to the required classification of vehicles, which problem is still not solved.
10.2	Improvements	<ul style="list-style-type: none"> Increased PR and awareness raising activities at all levels by the European Commission, government agencies, automobile clubs, consumer and environment organisations, automobile industry. Warning and, if necessary, enforcement of sanctions at national level. EU-wide harmonised provisions for content and design of the tools in line with the EU-Market requirements. Introduction of an EU-wide harmonised label with an energy efficiency rating system (A-G) as already existing e.g. for white goods. More user friendly and immediately informative in comparative terms. 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.

Annex 2: Summary Report – Part 2: Belgium

0	Implementation	
0.1	Implementation of Directive 1999/94/EC	Arrêté royal du 05.09.2001 (Royal Decree of 05.09.2001, publication in the "Moniteur Belge on 12.10.2001) Date of entry into force: 12.01.2002
0.2	Implementation of Directive 2003/73/EC (amendment of annex III to Directive 1999/94/EC)	Arrêté royal du 03.09.2004 (Royal Decree of 03.09.2004, publication in the "Moniteur Belge on 10.09.2004).
0.3	Implementation of Commission Recommendation 2003/217/EC (application to other media)	In process.
0.4	Member state report according to 2001/667/EC	Yes.
1	Institution and contact person in charge	
1.1	Institution	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 (Ministry of Community Health, Alimentation and Environment - Federal Dept. of the Environment) Rue Montagne de L'Oratoire, 20 boîte 3 - 1010 Bruxelles - Belgium
1.2	Contact person	Michel Degaillier - Expert Tel.: ++32-2-210-4418 Fax: ++32-2-210-4873 E-Mail: michel.degaillier@health.fgov.be
2	Structure of passenger car market	
2.1	Registration figures	<ul style="list-style-type: none"> New cars: 467.569 units (2002) Approx. 55% private consumers, 45% commercial consumers
2.2	Dealer network	<ul style="list-style-type: none"> Dealerships: 2.115 97% independent dealerships, 3% not independent dealerships
3	Economic policies, governmental regulations or market arrangements in relation to passenger cars and fuel consumption	<ul style="list-style-type: none"> Motor tax: Tax-free allowance for low emission passenger cars from 01.01.2005 on: CO₂ emissions < 105 g/km: up to 3.820 Euro, CO₂ emissions between 105 and 115 g/km: 615 Euro. Company cars: Tax advantages for company cars. "Green company cars" within the Government vehicle fleet: Self-Commitment of the Government to replace min. 50% of its vehicle fleet by passenger cars of energy efficiency class A, B or C. Fuel taxation: Different tax rates for petrol and diesel based on the sulphur content since 1.10.2001. Reduced fuel tax rate for LPG.
4	Parallel or previous initiatives regarding the awareness of vehicle fuel economy issues	<ul style="list-style-type: none"> "Taxe de mise en circulation" (vehicle registration fee): Tax reduction for passenger cars, which meet Euro4 until 31.12.2003. "Taxe de circulation" (motor tax): Tax reduction for passenger cars, which meet Euro4 until 31.12.2003. Advancement of LPG: Bonus of 500 Euro for refitting to LPG until 31.12.2002. Initiative "Roulez plus souple, pour votre sécurité et pour votre budget" (Drive smoothly for your safety and your budget sake): Information about road safety and e.g. avoidance of speed limits, smooth driving mode. Indirectly linked to fuel consumption: heeding the advice saves money and reduces the fuel consumption at the same time. Presentation of the guide to the media during the "Salon de Bruxelles" in 2002. Information of the consumers by the different media (TV, radio, newspapers, ...).
5	National implementation	
5.1	Responsibilities	<ul style="list-style-type: none"> Label, poster: Concept of label by Federal Dept. of the Environment in co-operation with automobile importers. Labels are made available by automobile importers, posters mostly produced by dealerships themselves. Guide: Concept and production by Federal Dept. of the Environment, distribution by dealerships, the automobile associations FEBIAC and FEDERAUTO, consumer protection organisations and the 4 most important NGO's of the environmental sector.

5.2	Cost	<ul style="list-style-type: none"> • Cost for production and distribution of label and poster are borne by automobile importers and dealerships, cost for the guide by Federal Dept. of the Environment. • 50.000 - 55.000 copies of the guide per year. Cost approx. 90.000 EURO (2002), 127.000 EURO (2003), 160.000 EURO (2004), 360.000 EURO (2005 estimated). Cost in 2003 and 2004 incl. various promotion campaigns to raise the awareness, cost in 2005 incl. estimates cost for the tax-free allowance of low CO₂ emission cars (see item 3).
6	Format of the information tools	
6.1	Label	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Information about official CO₂ emission (g/km) and fuel consumption (l/100km) data. • Fuel efficiency rating system as already existing e.g. for white goods, 7 energy efficiency classes (A-G) based on the CO₂ emissions (g/km) separated for diesel and petrol cars: "A": CO₂ emission < 100 g/km (petrol), < 85 g/km (diesel) "B": CO₂ emission: 100-129 g/km (petrol), 85 - 114 g/km (diesel) "C": CO₂ emission: 130-159 g/km (petrol), 115 - 144 g/km (diesel) "D": CO₂ emission: 160-189 g/km (petrol), 145 - 174 g/km (diesel) "E": CO₂ emission: 190-219 g/km (petrol), 175 - 204 g/km (diesel) "F": CO₂ emission: 220-249 g/km (petrol), 205 - 234 g/km (diesel) "G": CO₂ emission >= 250 g/km (petrol), >= 235 g/km (diesel) Identical rating system for all cars, no classification in car segments. The definition of the CO₂ emission bands (g/km) is based on the average fuel consumption of all new car registrations in the year 2000, separated for petrol and diesel, which is used as the average value of energy efficiency class D. • No information about noise data, emission standard or environmental index/class. • No additional data or information (e.g. tax). • Modifications not planned at present.
6.2	Guide	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Only one version available, in Dutch, French and German language. • List of all vehicle models sorted by manufacturers and in alphabetic order, separate list for each fuel type. • Information about official CO₂ emission (g/km) and fuel consumption (l/100km) data. • Fuel efficiency rating system A-G (see item 6.1 Label). • No information about fuel cost, noise data. • Additional data or information: Emission standard. List of all vehicle models with CO₂ emissions < 120 g/km. • Annual update of the printed version, online version thrice a year. • Guide also available on the website www.environment.fgov.be (Pdf version of the guide) and www.health.fgov.be/ennvironnement/co2 (database with different comparative terms). • More frequently update of the database is negotiated with FEBIAC and FEDERAUTO. An update every 2 months is considered.
6.3	Poster	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • No additional data or information. • Update every 6 months. • Modifications not planned at present.
6.4	Promotional literature	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Modifications not planned at present.
7	Assessment of the compliance of the Directive's provisions	
7.1	Assessment methods (e.g. surveys, studies, ...)	<ul style="list-style-type: none"> • Inspection of 291 dealerships throughout Belgium (2002): At the 1st inspection, non-compliance at 113 (38,8%) of the dealerships noted. At the 2nd inspection, non compliance at only 4 dealerships. • Inspection of 149 dealerships throughout Belgium (2003): At the 1st inspection, non-compliance at 56 (37,6%) of the dealerships noted. At the 2nd inspection, 100% compliance.
7.2	Label	<ul style="list-style-type: none"> • Compliance with the provisions of the Directive is generally considered satisfactory. • Compliance regarding format and content good, but sometimes label not displayed (29%).

7.3	Guide	<ul style="list-style-type: none"> • Very good compliance with the provisions of the Directive, except the distribution at the dealerships. • Format 21x10 cm, 165 pages. • Available, free of charge at the dealerships, automobile associations FEBIAC and FEDERAUTO, consumer protection organisations and the 4 most important NGO's of the environmental sector. Guide also available on the website www.environment.fgov.be (Pdf version of the guide) and www.health.fgov.be/environnement/co2 (database with different comparative terms). • Only 25% of the dealerships have the guide available, and only 46% of them hand out the guide. • Guide is regarded by the most dealers as promotion for competitive cars. • "Environment" is no sales argument for the dealers. • Dealers complain the contradictory information regarding petrol and diesel cars, diesel cars are classified as environmental unfriendly, although they have less CO₂ emissions.
7.4	Poster	<ul style="list-style-type: none"> • Compliance with the provisions of the Directive is generally considered satisfactory. • Compliance regarding format and content good, but often poster not displayed (56%) or only badly visible (18%).
7.5	Promotion literature	<ul style="list-style-type: none"> • Compliance with the provisions of the Directive is generally considered satisfactory. • In single cases no information about fuel consumption and CO₂ emissions or printed in too small letters.
7.6	Penalty system	<ul style="list-style-type: none"> • No information available.
8	Assessment of the effectiveness of the Directive's Provisions	
8.1.	Assessment of the effectiveness of the Directive regarding the reduction of CO ₂ emissions from passenger cars	<ul style="list-style-type: none"> • No assessments were carried out yet.
8.2.	Assessment of the effectiveness of the Directive regarding informing and influencing consumers	
8.2.1	Assessment methods (e.g. surveys, studies, ...)	<ul style="list-style-type: none"> • Survey on new car purchase, fuel economy and environmental issues: Interview of 581 persons who bought a new car since 18.01.2001 by CRIOC (July 2003). • Survey on new car purchase, fuel economy and environmental issues: Qualitative evaluation by 2 discussion forums (Bruxelles, Leuven) with 8 persons each, who bought a new car during the last 3 years (2003). • Attitude of the dealerships towards the information tools: 52 x "Mystery Shopping" throughout Belgium (July 2003), 210 x Quantitative inspections by CRIOC (July 2003).
8.2.1.1	Consumer awareness and understanding of fuel economy issues	<ul style="list-style-type: none"> • Consumers not well aware of fuel economy and environmental issues. • The CO₂ emissions of passenger cars are not regarded as the main reason of the greenhouse effect. The main polluter are enterprises and environmental pollution, car drivers are ranked 3rd. • Fuel economy and environmental impact no major factor in vehicle purchase decisions.
8.2.1.2	Major factors in vehicle purchase decisions	<ul style="list-style-type: none"> • 1st priority factors influencing consumers decision: Price, reliability, quality, safety standard and 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.
8.2.1.3	Information sources for fuel economy issues	<ul style="list-style-type: none"> • Majority of consumers regards dealers (72%) and promotion literature (47%) as well as family and friend (39%/37%) as most important information sources.
8.2.1.4	Effectiveness of the Directive provisions	<ul style="list-style-type: none"> • Consumer awareness as regards label, poster and guide quite low: Label 44%, guide 4%, poster 0%. • Promotion literature is well known by the consumers and used as information source, but fuel consumption or CO₂ emission data are not of interest. • Effectiveness of the Directive provisions is regarded as low by the dealers: Label (20%), guide (19%), poster (15%), promotion literature (38%). • Reasons: Want of interest by the consumers, lack of interest by the dealers to publish actively the information tools.
8.2.1.5	Comparison of vehicle models, energy efficiency rating	<ul style="list-style-type: none"> • Dealers and consumers complain the contradictory information regarding petrol and diesel cars, diesel cars are classified as environmental unfriendly, although they have less CO₂ emissions.
9	Extension to other media	<ul style="list-style-type: none"> • Guide also available on the website www.environment.fgov.be (Pdf version of the guide) and www.health.fgov.be/environnement/co2 (database with different comparative terms). Update thrice a year.

10	Overall assessment and improvements	
10.1	Overall assessment	<ul style="list-style-type: none"> • Compliance with the provisions of the Directive is generally considered satisfactory. Compliance regarding format and content good, but display of all information tools has to be improved. • Consumers not well aware of fuel economy and environmental issues. CO₂ emissions of passenger cars are not regarded as main reason of the greenhouse effect. • 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. • Directive provisions are not well known by the consumers and not regarded as effective by the dealers. Reasons: Want of interest by the consumers, lack of interest by the dealers to publish actively the information tools. • 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.
10.2	Improvements	<ul style="list-style-type: none"> • Increase of consumers awareness of the Directives provisions, especially the guide. Consumers should consult the guide before purchasing a new passenger car. • Improvement of the distribution channels of the guide. The 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. • 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). • The promotion material should include prescribed information regarding the label, information on the greenhouse effect, its consequences and the requested behaviour of the drivers.

Annex 2: Summary Report – Part 3: Denmark

0	Implementation	
0.1	Implementation of Directive 1999/94/EC	"Bekendtgørelse om energiemaerkning m.v. af nye personbiler, nr. 216 af 28.03.2000" and "Bekendtgørelse om ændring, nr. 121 af 27.02.2003" (National Decree on energy labelling of new passenger cars, no. 216 of 20.03.2000 and amendment no. 121 of 27.02.2003) Date of entry into force: 28.03.2000
0.2	Implementation of Directive 2003/73/EC (amendment of annex III to Directive 1999/94/EC)	Yes.
0.3	Implementation of Commission Recommendation 2003/217/EC (application to other media)	Partly, same requirements also for promotion on websites.
0.4	Member state report according to 2001/667/EC	Yes.
1	Institution and contact person in charge	
1.1	Institution	Færdselsstyrelsen - Bilteknisk Afdeling (FSTYR) (Road Safety and Transport Agency - Department of Vehicle Technology) Adelgade 13 - 1304 København - Denmark
1.2	Contact person	Niels Anders Nielsen and Christel Sogaard Mortensen - Engineers Tel.: ++45-33-929100 Fax: ++45-33-932292 E-Mail: nan@fstyr.dk or csm@fstyr.dk
2	Structure of passenger car market	
2.1	Registration figures	<ul style="list-style-type: none"> New cars: 112.977 units (2002), approx. 19% diesel Approx. 61% private consumers, 39% commercial consumers
2.2	Dealer network	<ul style="list-style-type: none"> Dealerships: 1.000 60% single-franchise dealerships, 40% multi-franchise dealerships 99,5% independent dealerships, 0,5% not independent dealerships
3	Economic policies, governmental regulations or market arrangements in relation to passenger cars and fuel consumption	<ul style="list-style-type: none"> Vehicle registration fee for private new passenger cars: Registration fee for private new passenger cars calculated as percentage of the retail price, 105% up to a retail price of 57.400 Kr (7.462 EURO) and 180% over this amount. Safety equipment can reduce the fee. Special reduction of the registration fee are given to particularly fuel efficient cars, the reduction rate is based on the fuel consumption: 1/6-2/3 (year 2000-2005), 1/5-3/5 (year 2005-2010). Vehicle models concerned at the moment: only Audi A2 and VW Lupo ("3-litre-cars"). "Green motor tax" (for passenger cars registered after 1997): Motor tax system, based on fuel reach (km/l), payable yearly. Motor tax for diesel cars higher than for petrol cars due to the lower fuel tax for diesel. Tax for diesel cars: 160-25.060 Kr (21-3.258 EURO), tax for petrol cars: 520-18.460 Kr (68-2.400 EURO). Fuel taxation: Different tax rates for petrol and diesel, lower fuel tax for diesel.
4	Parallel or previous initiatives regarding the awareness of vehicle fuel economy issues	<ul style="list-style-type: none"> In combination with the introduction of the "Green motor tax", distribution of an information brochure via dealerships and libraries as well as voluntary agreement of the automobile industry regarding the fuel consumption labelling of new vehicles and the statement of fuel consumption data in promotion literature. Concerning the introduction of the energy efficiency labelling in 2000, an advertisement campaign in newspapers was carried out over a period of 14 days, cost: 1 Mill. Kr (130.000 EURO).
5	National implementation	
5.1	Responsibilities	<ul style="list-style-type: none"> Label, poster: Concept of label by FSTYR, label produced by dealerships themselves; data is obtained from the FSTYR website. Poster is made available by automobile importers. Guide: Concept and production by FSTYR, distribution by dealerships and libraries.
5.2	Cost	<ul style="list-style-type: none"> Cost for production and distribution of label and poster are borne by automobile importers and dealerships, cost for the guide by FSTYR. 150.000 copies of the guide per year. Cost approx. 350.000 Kr (45.500 EURO).

6	Format of the information tools	
6.1	Label	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Information about official CO₂ emission (g/km) and fuel reach (km/l) data. • Fuel efficiency rating system as already existing e.g. for white goods, 7 energy efficiency classes (A-G) based on the fuel reach (km/l), separated for diesel and petrol cars: "A": fuel reach: >= 18,2 km/l (petrol), >= 20,5 km/l (diesel) "B": fuel reach: 18,1-15,4 km/l (petrol), 20,4-17,3 km/l (diesel) "C": fuel reach: 15,3-14,3 km/l (petrol), 17,2-16,1 km/l (diesel) "D": fuel reach: 14,2-12,5 km/l (petrol), 16,0-14,1 km/l (diesel) "E": fuel reach: 12,4-11,8 km/l (petrol), 14,0-13,2 km/l (diesel) "F": fuel reach: 11,7-10,5 km/l (petrol), 13,1-11,9 km/l (diesel) "G": fuel reach: < 10,5 km/l (petrol), < 11,9 km/l (diesel) Identical rating system for all cars, no classification in car segments. Rating results on the following distribution of the percentage: A: 5%, B: 10%, C: 20%, D: 30%, E: 20%, F: 10%, G: 5%. • No information about noise data, emission standard or environmental index/class. • Additional data or information: "Green motor tax"; fuel cost for a driving distance of 20.000 km, estimated fuel price per litre: petrol 8,25 Kr (1,07 EURO), diesel 7 Kr (0,91 EURO); since 27.02.2003: EuroNCAP frontal-/side impact and pedestrian test ratings and particle filter. • Modifications not planned at present. Fuel efficiency rating system will be revised if necessary.
6.2	Guide	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Only one version available. • List of all vehicle models sorted by manufacturers and by model/size. • Information about official CO₂ emission (g/km) and fuel reach (km/l) data. • Fuel efficiency rating system A-G (see item 6.1 Label). • No information about noise data, emission standard or environmental index/class. • Additional data or information: "Green motor tax"; fuel cost for a driving distance of 20.000 km, estimated fuel price per litre: petrol 8,25 Kr (1,07 EURO), diesel 7 Kr (0,91 EURO); reduction of vehicle registration fee; EuroNCAP frontal-/side impact and pedestrian test ratings; particle filter. • Annual update. • Guide also available on the website www.hvorlangtpaaliteren.dk, database with different comparative terms. • Modifications not planned at present.
6.3	Poster	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • No additional data or information. • Update every 6 months. • Modifications not planned at present.
6.4	Promotional literature	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Same requirements also for promotion on websites. • Modifications not planned at present.
7	Assessment of the compliance of the Directive's Provisions	
7.1	Assessment methods (e.g. surveys, studies, ...)	<ul style="list-style-type: none"> • Inspection of 71 dealerships throughout Denmark, 117 magazines and 101 newspaper advertisements (March 2001). • Inspection of 49 dealerships throughout Denmark, promotion literature of 31 vehicle models and 17 newspaper advertisements (August 2003).
7.2	Label	<ul style="list-style-type: none"> • Very good compliance with the provisions of the Directive, except the display: Format 95%, content 95%, display 60%. 40% of the dealerships do not display labels at the vehicles.
7.3	Guide	<ul style="list-style-type: none"> • Very good compliance with the provisions of the Directive, except the distribution at the dealerships. • Format DIN A5, 48 pages. • Available, free of charge at the dealerships and libraries. Guide also available on the website www.hvorlangtpaaliteren.dk, database with different comparative terms. • Less than 50% of the dealerships hand out the guide.
7.4	Poster	<ul style="list-style-type: none"> • Compliance with the provisions of the Directive is 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.
7.5	Promotion literature	<ul style="list-style-type: none"> • Compliance with the provisions of the Directive is generally considered satisfactory. • In single cases (especially "lifestyle" advertisements), no information about fuel consumption and CO₂ emissions or data printed in too small letters.

7.6	Penalty system	<ul style="list-style-type: none"> Fines are possible. Up to now, no penalties have been issued.
8	Assessment of the effectiveness of the Directive's Provisions	
8.1.	Assessment of the effectiveness of the Directive regarding the reduction of CO ₂ emissions from passenger cars	<ul style="list-style-type: none"> Development of the average fuel reach (fuel consumption) of new passenger cars from year 1998 to 2002: diesel cars: 15,7 km/l à 19,8 km/l (6,37 l/100km à 5,05 l/100km) petrol: cars: 13,1 km/l à 13,7 km/l (7,63 l/100km à 7,30 l/100km) Development of the registration figures of new passenger cars separated by energy efficiency class (A-G) from year 1998 to 2002: The percentage of class A, B and C is increasing, the 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 on this development.
8.2.	Assessment of the effectiveness of the Directive regarding informing and influencing consumers	
8.2.1	Assessment methods (e.g. surveys, studies, ...)	<ul style="list-style-type: none"> Survey on new car purchase: Interview by phone of 771 new car buyers by the Danish Central Authority for Energy Affairs in 1999. Survey on new car purchase, fuel economy and environmental issues: Interview by phone of 702 persons, who bought a new car in 2002, by the Danish Central Authority for Energy Affairs in 2003. The survey was part of the EU project "SAVE".
8.2.1.1	Consumer awareness and understanding of fuel economy issues	<ul style="list-style-type: none"> Awareness of consumers on energy efficiency labelling of cars as well as fuel economy and environmental issues is increasing. But, fuel economy only one factor among others in vehicle purchase decisions.
8.2.1.2	Major factors in vehicle purchase decisions	<ul style="list-style-type: none"> 1st priority factors influencing consumers decision: 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. Same applies to the "Green motor tax".
8.2.1.3	Information sources for fuel economy issues	<ul style="list-style-type: none"> Majority of consumers regards dealers (50%) and promotion literature (40%) as most important information sources.
8.2.1.4	Effectiveness of the Directive provisions	<ul style="list-style-type: none"> 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.
8.2.1.5	Comparison of vehicle models, energy efficiency rating	<ul style="list-style-type: none"> 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.
9	Extension to other media	<ul style="list-style-type: none"> Guide also available on the website www.hvorlangtpaaliteren.dk, database with different comparative terms. Including all vehicle models put on the market since 1997. Update monthly.
10	Overall assessment and improvements	
10.1	Overall assessment	<ul style="list-style-type: none"> Compliance with the provisions of the Directive is generally considered good. Effectiveness of the provisions of the Directive needs the 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. Awareness of consumers on energy efficiency labelling of cars as well as fuel economy and environmental issues is increasing. But, fuel consumption mostly only important because of the cost, but not to environmental issues. Same applies to the "Green motor tax". Development of the registration figures from year 1998 to 2002 shows that the percentage of vehicles with energy class A, B and C is increasing, the percentage of class D,E,F and G is decreasing. But, effectiveness of the Directive can not be assessed separately, "Green motor tax" may have main influence on this development. Most consumers would prefer an energy efficiency rating system with additional car classification, e.g. based on engine power.
10.2	Improvements	<ul style="list-style-type: none"> Due to the circumstance that websites become more and more important as information source for consumers, the Directive should pay attention also to this media. Due to the high cost for the production of the guide, it should be considered to replace it by a download version.

Annex 2: Summary Report – Part 4: Finland

0	Implementation	
0.1	Implementation of Directive 1999/94/EC	National Decree Date of entry into force: 18.01.2001
0.2	Implementation of Directive 2003/73/EC (amendment of annex III to Directive 1999/94/EC)	Yes.
0.3	Implementation of Commission Recommendation 2003/217/EC (application to other media)	No.
0.4	Member state report according to 2001/667/EC	Yes.
1	Institution and contact person in charge	
1.1	Institution	Ajoneuvohallintokeskus (AKE) (The Finnish Vehicle Administration, Information branch - Civil service department under the Ministry of Transport and Communication) Fabianinkatu 32, PL 120, 00101 Helsinki, Finland
1.2	Contact person	Mr. Ove Knekt - Research Director Tel.: ++358-9-6185-3208 Fax: ++358-9-6185-3610 E-Mail: ove.knekt@ake.fi
2	Structure of passenger car market	
2.1	Registration figures	<ul style="list-style-type: none"> • New cars: 147.400 units (2003) • Imported used cars: approx. 30.000 units (2003) • Approx. 81% private consumers, 18% commercial consumers
2.2	Dealer network	<ul style="list-style-type: none"> • Dealerships: 286 enterprises with 608 establishments • 7% single franchise dealerships, 93% multi-franchise dealerships • 97% independent dealerships, 3% not independent dealerships
3	Economic policies, governmental regulations or market arrangements in relation to passenger cars and fuel consumption	<ul style="list-style-type: none"> • Automobile tax: Excise tax on new passenger cars calculated as percentage (28%) of the general consumer price minus 450 EURO (diesel cars) or 650 EURO (petrol and other cars). • Vehicle tax: Vehicle tax system based on the registration date, before 1994: 84 EURO, from 01.01.1994 onwards: 117 EURO, payable yearly. Neutral, no relation to environmental issues. • Fuel taxation: Different tax rates for petrol and diesel, lower fuel tax for diesel. • Diesel tax: Additional tax for diesel vehicles, due to the lower fuel tax for diesel, payable yearly. • No tax reliefs for companies exists.
4	Parallel or previous initiatives regarding the awareness of vehicle fuel economy issues	<ul style="list-style-type: none"> • Initiative of MOTIVA OY (service organisation promoting renewable energy sources and efficient energy use): Consumer guide for new passenger car buyers including fuel economy information (up to 2000).
5	National implementation	
5.1	Responsibilities	<ul style="list-style-type: none"> • Label and Poster: Label and poster are produced by dealerships themselves; data is obtained from the AKE website. • Guide: Concept, production and distribution by AKE and the Association of Automobile Importers, overseen by the Consumer Ombudsman.
5.2	Cost	<ul style="list-style-type: none"> • Cost for production and distribution of label and poster are borne by dealerships, cost for the guide by AKE and the Association of Automobile Importers. • Approx. 95.000 copies of the guide per annum. Cost not mentioned.
6	Format of the information tools	
6.1	Label	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Information about official CO₂ emission (g/km) and fuel consumption (l/100 km) data. • No classification system, fuel efficiency rating system or comparison with other models. • No information about fuel cost, noise data, emission standard or environmental index/class. • Possible voluntary additional data or information: Technical data from type approval, accessories and equipment, price information. • Modifications not planned at present.

6.2	Guide	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Only one version available, in Finnish and Swedish language. • List of all vehicle models grouped by make and by model/size, separate list for each fuel type. • Information about official CO₂ emission (g/km) and fuel consumption (l/100 km) data. • No classification system, fuel efficiency rating system or comparison with other models. • No information about fuel cost, noise data, emission standard or environmental index/class. • Additional data or information: Emission of carbon hydrogen HC (g/km), some technical data, recommended consumer price. • Update every 6 months. • Guide also available on the website www.ake.fi/ekoake, database with different comparative terms. • Modifications not planned at present.
6.3	Poster	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • No additional data or information. • Update every 6 months. • Modifications not planned at present.
6.4	Promotional literature	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Modifications not planned at present.
7	Assessment of the compliance of the Directive's Provisions	
7.1	Assessment methods (e.g. surveys, studies, ...)	<ul style="list-style-type: none"> • Inspection of 49 dealerships throughout Finland by the Consumer Ombudsman (February 2003). • Inspection of 40 dealerships throughout Finland by the Vehicle Administration (June-September 2003).
7.2	Label	<ul style="list-style-type: none"> • Compliance with the provisions of the Directive is generally considered satisfactory: Content 51%, format 63%, display 89%. • Label consists to 25% of information according to the provisions of the Directive and 75% of technical and price information.
7.3	Guide	<ul style="list-style-type: none"> • Very good compliance with relevant provisions of the Directive. • Format 15x21 cm, 48 pages. • Available, free of charge at the dealerships. Guide also available on the website www.ake.fi/ekoake, database with different comparative terms. • Free guides available at 80% of the inspected dealerships, 63% have the guide displayed.
7.4	Poster	<ul style="list-style-type: none"> • Compliance with the provisions of the Directive is generally considered satisfactory, except the display: Content 67%, format 75%, display 30%. 70% of the dealerships do not display the poster.
7.5	Promotion literature	<ul style="list-style-type: none"> • Compliance with the provisions of the Directive is generally considered satisfactory. • In single cases, no information about fuel consumption and CO₂ emissions or data printed in too small letters.
7.6	Penalty system	<ul style="list-style-type: none"> • Consumer Ombudsman supervises the compliance with the provisions of the Directive. Task is the voluntary fulfilment of the legislation by business sectors. In significant cases, the Consumer Ombudsman may prohibit actions and determine a fine. • Up to now no penalties have been issued.
8	Assessment of the effectiveness of the Directive's Provisions	
8.1.	Assessment of the effectiveness of the Directive regarding the reduction of CO ₂ emissions from passenger cars	<ul style="list-style-type: none"> • No assessments were carried out.
8.2.	Assessment of the effectiveness of the Directive regarding informing and influencing consumers	
8.2.1	Assessment methods (e.g. surveys, studies, ...)	<ul style="list-style-type: none"> • Postal survey: Survey with 2.000 private new passenger car buyers, period: 1.8.-15.8.2003, number of answers: 447 (22,4%), content: questions no. C3.4-3.16 of Commission Decision 2001/667/EC.
8.2.1.1	Consumer awareness and understanding of fuel economy issues	<ul style="list-style-type: none"> • Fuel economy and environmental impact no major factor in vehicle purchase decisions. • Consumers not well aware of fuel economy and environmental issues.
8.2.1.2	Major factors in vehicle purchase decisions	<ul style="list-style-type: none"> • Foremost factors (very important, quite important) influencing consumers decision are cars reliability (95,1%), safety qualities (91,7%) and comfort (85,6%). • Fuel cost ranked 8th (67,1%) and environmental impact 9th (64,3%).

8.2.1.3	Information sources for fuel economy issues	<ul style="list-style-type: none"> Majority of consumers regards own observations in showrooms (82,7%) recommendation (81,2%) and manufacturers brochures (75,6%) as most important information sources. Only for very few (5%), Government web based or paper guides and posters in showrooms are of importance as information source.
8.2.1.4	Effectiveness of the Directive provisions	<ul style="list-style-type: none"> Promotion literature most important for private consumers (36,8%), of whom a 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%).
8.2.1.5	Comparison of vehicle models, energy efficiency rating	<ul style="list-style-type: none"> Most private consumers would prefer a label which compares the fuel economy of cars to other cars (81,8%).
9	Extension to other media	<ul style="list-style-type: none"> Guide also available on the website www.ake.fi/ekoake, database with different comparative terms. Update weekly.
10	Overall assessment and improvements	
10.1	Overall assessment	<ul style="list-style-type: none"> Compliance with the provisions of the Directive - except the availability of the poster or display - is generally considered satisfactory. Fuel economy and environmental impact no major factor in vehicle purchase decisions. Foremost factor influencing consumers decision are cars reliability, safety qualities and comfort. Greater impact on consumers decision not noticed yet. Consumers not well aware of fuel economy and environmental issues. Most private consumers would prefer a label which compares the fuel economy of cars to other cars (81,8%).
10.2	Improvements	<ul style="list-style-type: none"> Increase of consumers awareness of fuel economy and environmental impacts of fuels.

Annex 2: Summary Report – Part 5: France

0	Implementation	
0.1	Implementation of Directive 1999/94/EC	Décret n° 2002-1508 , 23.12.2002 and Arrêté, 10.04.2003 (Decree No. 2002-1508 of 23.12.2002 and Decree of 10.04.2003) Date of entry into force: 06.11.2003
0.2	Implementation of Directive 2003/73/EC (amendment of annex III to Directive 1999/94/EC)	No.
0.3	Implementation of Commission Recommendation 2003/217/EC (application to other media)	No.
0.4	Member state report according to 2001/667/EC	No, only short report of actual situation.
1	Institution and contact person in charge	
1.1	Institution	Ministère de l'Ecologie (Federal Ministry of Environment) 10 Avenue de Ségur, 75007 Paris, France
1.2	Contact person	Mr. Olivier Pairault Tel.: ++33-1-4219-1436 E-Mail: olivier.pairault@ecologie.gouv.fr Mr. Yannick Souchet Tel.: ++33-1-4081-8119 Fax.: ++33-1-4081-8359 E-Mail: yannick.souchet@equipement.gouv.fr
2	Structure of passenger car market	
2.1	Registration figures	<ul style="list-style-type: none"> New cars: approx. 2,01 Mio. units (2003), approx. 67,4% Diesel.
2.2	Dealer network	<ul style="list-style-type: none"> No information available.
3	Economic policies, governmental regulations or market arrangements in relation to passenger cars and fuel consumption	<ul style="list-style-type: none"> No information available.
4	Parallel or previous initiatives regarding the awareness of vehicle fuel economy issues	<ul style="list-style-type: none"> No information available.
5	National implementation	
5.1	Responsibilities	<ul style="list-style-type: none"> Label, poster: Label and poster are made available by automobile manufacturers and importers. Guide: Concept, production and distribution by ADEME "Agence de L'Environnement et de la Maîtrise de l'Énergie" (French Environment and Energy Management Agency).
5.2	Cost	<ul style="list-style-type: none"> Cost for production and distribution of label and poster are borne by automobile manufacturers, importers and dealerships, cost for guide by ADEME.
6	Format of the information tools	
6.1	Label	<ul style="list-style-type: none"> Min. requirements of Directive fulfilled. Information about official CO₂ emission (g/km) and fuel consumption data (l/100 km, m³/100km for LPG or CNG). No classification system, fuel efficiency rating system or comparison with other models. No information about fuel cost, noise data, emission standard or environmental index/class. No additional data or information (e.g. tax). Modifications not planned at present.
6.2	Guide	<ul style="list-style-type: none"> Min. requirements of Directive fulfilled. List of all vehicle models grouped by make and in alphabetic order. Information about official CO₂ emission (g/km) and fuel consumption data (l/100 km, m³/100km for LPG or CNG). No classification system, fuel efficiency rating system or comparison with other models. No information about fuel cost, noise data, emission standard or environmental index/class. Additional data or information: Fuel cost spreadsheet based on a driving distance of 15.000 km, fiscal power (puissance administrative). Annual update. Guide also available on ADEME (French Environment and Energy Management Agency) website www.ademe.fr, database for the selection of vehicle models, but no different comparative terms. Modifications not planned at present.

6.3	Poster	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • No additional data or information. • Update every 6 months. Between updates new models shall be added to the bottom of the list. • Modifications not planned at present.
6.4	Promotional literature	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Modifications not planned at present.
7	Assessment of the compliance of the Directive's provisions	
7.1	Assessment methods (e.g. surveys, studies, ...)	<ul style="list-style-type: none"> • No assessments were carried out yet.
7.2	Label	<ul style="list-style-type: none"> • No information available.
7.3	Guide	<ul style="list-style-type: none"> • No information available.
7.4	Poster	<ul style="list-style-type: none"> • No information available.
7.5	Promotion literature	<ul style="list-style-type: none"> • No information available.
7.6	Penalty system	<ul style="list-style-type: none"> • Fines possible. • Up to now no penalties have been issued.
8	Assessment of the effectiveness of the Directive's provisions	
8.1.	Assessment of the effectiveness of the Directive regarding the reduction of CO ₂ emissions from passenger cars	<ul style="list-style-type: none"> • Development of the average CO₂ emissions (fuel consumption) of new passenger cars from year 1998 to 2002 (source ADEME , March 2004): diesel cars: 169 g/km à 151 g/km (6,3 l/100km à 5,7 l/100km) petrol cars: 172 g/km à 163 g/km (7,2 l/100km à 6,8 l/100km) total: 171 g/km à 155 g/km (6,8 l/100km à 6,07 l/100km) • Development of the registration figures of new passenger cars with CO₂ emissions less than 120 g/km or 140 g/km from year 2001 to 2003 (source ADEME , March 2004): diesel cars less than 120 g/km: 5,59% à 16,02% diesel cars between 120 and 140 g/km: 27,53% à 18,90% petrol cars less than 120 g/km: 0,30% à 1,19% petrol cars between 120 and 140 g/km: 8,63% à 20,10%
8.2.	Assessment of the effectiveness of the Directive regarding informing and influencing consumers	
8.2.1	Assessment methods (e.g. surveys, studies, ...)	<ul style="list-style-type: none"> • No assessments were carried out yet.
8.2.1.1	Consumer awareness and understanding of fuel economy issues	<ul style="list-style-type: none"> • No information available.
8.2.1.2	Major factors in vehicle purchase decisions	<ul style="list-style-type: none"> • No information available.
8.2.1.3	Information sources for fuel economy issues	<ul style="list-style-type: none"> • No information available.
8.2.1.4	Effectiveness of the Directive provisions	<ul style="list-style-type: none"> • No information available.
8.2.1.5	Comparison of vehicle models, energy efficiency rating	<ul style="list-style-type: none"> • No information available.
9	Extension to other media	<ul style="list-style-type: none"> • Guide also available on ADEME (French Environment and Energy Management Agency) website www.ademe.fr, database for the selection of vehicle models, but no different comparative terms.
10	Overall assessment and improvements	
10.1	Overall assessment	<ul style="list-style-type: none"> • Effectiveness of the Directive can not be assessed yet.
10.2	Improvements	<ul style="list-style-type: none"> • No proposal for improvements.

Annex 2: Summary Report – Part 6: Germany

0	Implementation	
0.1	Implementation of Directive 1999/94/EC	Pkw-Energieverbrauchskennzeichnungsverordnung - Pkw-EnVKV of 28.05.2004 (Ordinance on Energy Consumption Labelling of Passenger Cars) Date of entry into force: 01.11.2004.
0.2	Implementation of Directive 2003/73/EC (amendment of annex III to Directive 1999/94/EC)	Yes.
0.3	Implementation of Commission Recommendation 2003/217/EC (application to other media)	Yes.
0.4	Member state report according to 2001/667/EC	Yes, so far as possible, since Directive came into force after issuing the report.
1	Institution and contact person in charge	
1.1	Institution	Bundesministerium für Wirtschaft und Arbeit (BMWA) (Federal Ministry of Economics and Labour) Referat IX A 5 Villemombler Straße 76, 53123 Bonn, Germany
1.2	Contact person	Dr. Norbert Leffler Tel.: ++49-228-615-4701 Fax.: ++49-228-615-30-4701 E-mail: Norbert.Leffler@bmwa.bund.de
2	Structure of passenger car market	
2.1	Registration figures	<ul style="list-style-type: none"> New cars: approx. 3,24 Mio. units (2003), approx. 40% Diesel. Approx. 49% private consumers, 51% commercial consumers.
2.2	Dealer network	<ul style="list-style-type: none"> Dealerships: 21.762 franchise dealerships, 22.438 non-franchise dealerships.
3	Economic policies, governmental regulations or market arrangements in relation to passenger cars and fuel consumption	<ul style="list-style-type: none"> Motor tax: Motor tax is based on the emission standard and engine capacity, payable yearly. Motor tax for diesel cars higher than for petrol cars due to the lower fuel tax for diesel. Tax for diesel cars: 15,44 - 37,58 EURO per 100 c.c. / tax for petrol cars: 6,75 - 25,36 EURO per 100 c.c.. Tax-free allowance for low emission passenger cars, Euro4: 306,78 EURO (petrol cars) / 613,55 EURO (diesel cars), "3-litre-car" (CO₂ emissions < 90 g/km): 511,29 EURO. New motor tax system based on the CO₂ emissions is in discussion. Ecological fuel tax reform: Tax increase in 5 steps since 01.04.1999 (3,07 Cent/l each). Reduction of the income tax relevant "distance rate" from 40 to 30 Cent per kilometre of the driving distance between home and work. Commitment of the automobile manufacturer associations ACEA, JAMA and KAMA regarding the reduction of CO₂ emissions of new passenger cars. Commitment of the German automobile associations VDA (manufacturers) and VDIK (importers) regarding the introduction of energy saving measures (e.g. use of energy saving tires, energy saving oil, fuel consumption displays) as standard equipment of new passenger cars.
4	Parallel or previous initiatives regarding the awareness of passenger car fuel economy issues	<ul style="list-style-type: none"> Regulation regarding the education in driving schools (since 01.01.1999): Theoretical and practical lessons on energy saving driving. Initiative of the Federal Ministry of Transport (BMVBW), Deutsche Post AG (German Post) and ADAC (General German Automobile Club): "Bewusst fahren - Sprit sparen" (Reasonable driving - Fuel saving), presentation of positive experience on energy saving driver training (March 2002). Initiative of the automobile associations VDA (manufacturers) and VDIK (importers), ADAC, Deutsche Post AG, German Traffic Safety Council, Federal Association of Driving Schools, the German Berufsgenossenschaften and ACE (Automobile Club Europe) in co-operation with the Federal Ministry of Transport: "Neues Fahren" (New driving), information about fuel efficiency driving, arrangements, energy saving driver training, ... (since summer 2002). No results available as yet.
5	National implementation	
5.1	Responsibilities	<ul style="list-style-type: none"> Label, poster: Label and poster are made available by automobile manufacturers and importers. Download of the label also available on the website www.dena.de. Guide: Concept, production and distribution by an institution named by automobile manufacturers and importers. Informational part of the guide has to be approved by the Federal Ministries involved (BMWA, BMVBW).
5.2	Cost	<ul style="list-style-type: none"> Cost for production and distribution of label, poster and guide are borne by the automobile manufacturers and importers. Estimated cost for the guide: 0,50 - 1,00 EURO each.

6	Format of the information tools	
6.1	Label	<ul style="list-style-type: none"> Min. requirements of Directive fulfilled. Information about official CO₂ emission (g/km) and fuel consumption (l/100 km) data. No classification system, fuel efficiency rating system or comparison with other models. No information about fuel cost, noise data, emission standard or environmental index/class. No additional data or information (e.g. tax). Modifications not planned at present. But consumer protection organisations and automobile clubs would prefer a label with an energy efficiency rating system (A-G) as already existing e.g. for white goods. More user friendly and immediately informative in comparative terms.
6.2	Guide	<ul style="list-style-type: none"> Min. requirements of Directive fulfilled. Only one version available. List of all vehicle models grouped by make and by model/size. Information about official CO₂ emission (g/km) and fuel consumption (l/100 km) data. No classification system, fuel efficiency rating system or comparison with other models. No information about fuel cost, noise data, emission standard or environmental index/class. Additional data or information: list of the 10 most fuel efficient models for diesel, petrol and CNG. Annual update. Guide also available on the DAT website (www.dat.de), but only as PDF version, no database with comparative terms installed. Modifications not planned at present.
6.3	Poster	<ul style="list-style-type: none"> Min. requirements of Directive fulfilled. No additional data or information. Update every 6 months (poster) / 3 months (electronic display). Modifications not planned at present.
6.4	Promotional literature	<ul style="list-style-type: none"> Min. requirements of Directive fulfilled. Same requirements also for electronic formats except radio and TV spots according to Directive 89/552/EC Article 1a. Modifications not planned at present.
7	Assessment of the compliance of the Directive's provisions	
7.1	Assessment methods (e.g. surveys, studies)	<ul style="list-style-type: none"> No assessments were carried out yet.
7.2	Label	<ul style="list-style-type: none"> No information available.
7.3	Guide	<ul style="list-style-type: none"> No information available.
7.4	Poster	<ul style="list-style-type: none"> No information available.
7.5	Promotion literature	<ul style="list-style-type: none"> No information available.
7.6	Penalty system	<ul style="list-style-type: none"> Fine up to 50.000 EUR.
8	Assessment of the effectiveness of the Directive's provisions	
8.1.	Assessment of the effectiveness of the Directive regarding the reduction of CO ₂ emissions from passenger cars	<ul style="list-style-type: none"> No assessments were carried out yet.
8.2.	Assessment of the effectiveness of the Directive regarding informing and influencing consumers	
8.2.1	Assessment methods (e.g. surveys, studies)	<ul style="list-style-type: none"> No assessments were carried out yet.
8.2.1.1	Consumer awareness and understanding of fuel economy issues	<ul style="list-style-type: none"> Results of former surveys: Fuel cost/consumption as well as emission standard reasonable important for consumers in making vehicle purchase decision.
8.2.1.2	Major factors in vehicle purchase decisions	<ul style="list-style-type: none"> No information available.
8.2.1.3	Information sources for fuel economy issues	<ul style="list-style-type: none"> No information available.
8.2.1.4	Effectiveness of the Directive provisions	<ul style="list-style-type: none"> No information available.
8.2.1.5	Comparison of vehicle models, energy efficiency rating	<ul style="list-style-type: none"> Consumer protection organisations and automobile clubs would prefer a label with an energy efficiency rating system (A-G) as already existing e.g. for white goods. More user friendly and immediately informative in comparative terms.
9	Extension to other media	<ul style="list-style-type: none"> Guide also available on the DAT website (www.dat.de), but only as PDF version, no database with comparative terms installed.

10	Overall assessment and improvements	
10.1	Overall assessment	<ul style="list-style-type: none"> • Due to the late implementation, effectiveness of the Directive can not be assessed yet.
10.2	Improvements	<ul style="list-style-type: none"> • No proposal for improvements. • Consumer protection organisations and automobile clubs would prefer a label with an energy efficiency rating system (A-G) as already existing e.g. for white goods. More user friendly and immediately informative in comparative terms.

Annex 2: Summary Report – Part 7: Greece

0	Implementation	
0.1	Implementation of Directive 1999/94/EC	Governmental Decree No. 90364/2002, article 2 Date of entry into force: 31.01.2002 (publication in the Government Gazette 110/B/31.01.2002)
0.2	Implementation of Directive 2003/73/EC (amendment of annex III to Directive 1999/94/EC)	No
0.3	Implementation of Commission Recommendation 2003/217/EC (application to other media)	No
0.4	Member state report according to 2001/667/EC	Yes
1	Institution and contact person in charge	
1.1	Institution	Ministry for the Environment, Physical Planning and Public Works, Directorate General for the Environment, Directorate for Air and Noise Pollution Control, 147, Patission Av. - 112 52 Athens, Greece
1.2	Contact person	Mr. Zikos Parisis, Head of the Department of Mobile and Stationary Combustion Sources Tel.: ++30-210-8643210 Fax: ++30-210-8646939 E-Mail: pzikos@edpp.gr
2	Structure of passenger car market	
2.1	Registration figures	<ul style="list-style-type: none"> No information available.
2.2	Dealer network	<ul style="list-style-type: none"> 44 car manufacturers are trading in the Greek market at the present time, with 26 importers / representatives, 30 independent dealers and 10 subsidiary companies. 89% single franchise importers, 11% multi-franchise importers.
3	Economic policies, governmental regulations or market arrangements in relation to passenger cars and fuel consumption	<ul style="list-style-type: none"> Motor tax: Motor tax is based on the emission standards indirectly and engine capacity directly, payable yearly. Tax exemption for hybrid and electric vehicles, which meet emission regulation 94/12/EG ff. Fuel taxation: Different tax rates for petrol and diesel, lower fuel tax for diesel (petrol: 296 - 337 Euro/kiloliter, diesel: 245 Euro/kiloliter).
4	Parallel or previous initiatives regarding the awareness of vehicle fuel economy issues	<ul style="list-style-type: none"> Project regarding the necessity of regular car maintenance to reduce environmental pollution (1984 -1990): Information campaign via TV, radio and brochures to inform drivers about the problems of environmental pollution due to emissions and the necessity of servicing their cars regularly. Foundation of KTEO (car inspection centres) in 1988. Exhaust gas emission control tests of private cars were carried out and the results were analysed and reported. Introduction of new technologies for taxis (replacement of old diesel cars by petrol cars with catalytic converter or LPG). Programme for the replacement of old cars without catalytic converter (1991 - 1992): Allowance of up to 6.000 Euro depending on the engine capacity of the car. 350.000 cars were scrapped and the emissions were reduced around 10-20% (depending on the type of pollutant). Implementation of the Exhaust (gas emissions) Control Card (KEK) for all vehicles (1992). "ATTIKA SOS", programme was applied for the reduction of the air pollution in the Athens basin by the Ministry for the Environment (1993). Public meetings, presentations at universities and polytechnics, "Days for the environment", TV and Radio campaigns for the information and public awareness of the consumers about air pollution issues in the Greater Athens area and measures to reduce the problem. Co-operation with other state bodies and consumer protection organisations.
5	National implementation	
5.1	Responsibilities	<ul style="list-style-type: none"> Label, poster: Concept, production and distribution by the subsidiary companies of car manufacturers. Overall responsibility of design issues lies with the Ministry. Guide: Concept, production and distribution by S.E.E.A. (Association of Automobile Importers). Overall responsibility of design issues lies with the Ministry.
5.2	Cost	<ul style="list-style-type: none"> Costs for production and distribution of label and poster are covered by subsidiary companies, cost for guide by S.E.E.A. (Association of Automobile Importers). Approx. 60.000 copies of the guide are distributed per annum. Overall cost not mentioned.

6	Format of the information tools	
6.1	Label	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Information about official CO₂ emission (g/km) and fuel consumption (l/100 km) data. • No classification system, fuel efficiency rating system or comparison with other models. • No information about fuel cost, noise data, emission standard or environmental index/class. • No additional data or information (e.g. tax). • Modifications not planned at present.
6.2	Guide	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Only one version available. • List of all vehicle models grouped by make and in alphabetic order. • Information about official CO₂ emission (g/km) and fuel consumption (l/100 km) data. • No classification system, fuel efficiency rating system or comparison with other models. • No information about fuel cost, noise data, emission standard or environmental index/class. • No additional data or information (e.g. tax). • Annual update. • Internet version of the guide not available. • Modifications not planned at present.
6.3	Poster	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • No additional data or information. • Update every 6 months. Between updates new models shall be added to the bottom of the list. • Modifications not planned at present.
6.4	Promotional literature	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Modifications not planned at present.
7	Assessment of the compliance of the Directive's provisions	
7.1	Assessment methods (e.g. surveys, studies, ...)	<ul style="list-style-type: none"> • Inspection of dealerships in 13 prefectures (2002): 31% non-compliance of the inspected dealerships noted. After the 2nd inspection, 53% of these dealerships fulfilled all requirements. • Inspection of dealerships in 13 prefectures (2003): Results not available yet.
7.2	Label	<ul style="list-style-type: none"> • Compliance with the provisions of the Directive is generally considered satisfactory. • Compliance regarding format and content good. Label not displayed at 26% of the recorded inspections.
7.3	Guide	<ul style="list-style-type: none"> • Very good compliance with relevant provisions of the Directive. • Format 15x21 cm, 40 pages. • Free guides available at 72% of the inspected dealerships. • High demand for guide, edition already out of stock.
7.4	Poster	<ul style="list-style-type: none"> • Compliance with the provisions of the Directive is generally considered satisfactory. • Compliance regarding format and content good. Poster not displayed at 39% of the recorded inspections.
7.5	Promotion literature	<ul style="list-style-type: none"> • Compliance with the provisions of the Directive is generally considered good. • In only few cases, no information about fuel consumption and CO₂ emission at 7% of the recorded inspections.
7.6	Penalty system	<ul style="list-style-type: none"> • Fine between 293 and 7.336 EURO. • Up to now no penalties have been issued. As yet, only recommendations, which are/were verified with the next inspection.
8	Assessment of the effectiveness of the Directive's provisions	
8.1	Assessment of the effectiveness of the Directive regarding the reduction of CO ₂ emissions from passenger cars	<ul style="list-style-type: none"> • No assessments were carried out yet.
8.2	Assessment of the effectiveness of the Directive regarding informing and influencing consumers	
8.2.1	Assessment methods (e.g. surveys, studies, ...)	<ul style="list-style-type: none"> • No assessments were carried out yet.
8.2.1.1	Consumer awareness and understanding of fuel economy issues	<ul style="list-style-type: none"> • Consumer awareness of fuel economy and environmental issues is slowly increasing. • Fuel economy and environmental impact only one factor among others in vehicle purchase decisions.
8.2.1.2	Major factors in vehicle purchase decisions	<ul style="list-style-type: none"> • No information available.
8.2.1.3	Information sources for fuel economy issues	<ul style="list-style-type: none"> • No information available.

8.2.1.4	Effectiveness of the Directive provisions	<ul style="list-style-type: none"> No information available.
8.2.1.5	Comparison of vehicle models, energy efficiency rating	<ul style="list-style-type: none"> No information available.
9	Extension to other media	<ul style="list-style-type: none"> Internet version of the guide not available.
10	Overall assessment and improvements	
10.1	Overall assessment	<ul style="list-style-type: none"> Compliance with the provisions of the Directive is generally considered satisfactory. Compliance regarding format and content good, but display of the tools has to be improved. Fuel economy and environmental impact are only one factor among others in vehicle purchase decisions.
10.2	Improvements	<ul style="list-style-type: none"> Increase of consumer awareness of fuel economy and environmental impact of fuels.

Annex 2: Summary Report – Part 8: Ireland

0	Implementation	
0.1	Implementation of Directive 1999/94/EC	Statutory Instruments S.I. No. 339 of 2001 Date of entry into force: 24.08.2001
0.2	Implementation of Directive 2003/73/EC (amendment of annex III to Directive 1999/94/EC)	Yes (§7 of S.I. No. 339 of 2001).
0.3	Implementation of Commission Recommendation 2003/217/EC (application to other media)	Yes (§9 of S.I. No. 339 of 2001).
0.4	Member state report according to 2001/667/EC	Yes.
1	Institution and contact person in charge	
1.1	Institution	Air/Climate Section, Department of the Environment, Heritage and Local Government (DEHLG), Custom House, Dublin 1, Ireland
1.2	Contact person	John McDermott - Assistant Principal Officer Tel.: ++353-1-888-2373 Fax: ++353-1-888-2014 E-Mail: john.mcdermott@environ.ie
2	Structure of passenger car market	
2.1	Registration figures	<ul style="list-style-type: none"> New cars (per year): approx. 150.000 units Car segments by energy capacity: 50% up to 1.400 c.c.(cubic capacity), 32% between 1.401 and 1.900 c.c., 18% above 1.900 c.c. Approx. 75% private consumers, 25% commercial consumers
2.2	Dealer network	<ul style="list-style-type: none"> Dealerships: 596 franchise dealerships, 965 non-franchised dealerships 68% single franchise dealerships, 32% multi-franchise dealerships 95% independent dealerships, 5% not independent dealerships
3	Economic policies, governmental regulations or market arrangements in relation to passenger cars and fuel consumption	<ul style="list-style-type: none"> Vehicle registration tax (VRT): VRT is based on engine capacity as a proxy for emission to favour smaller cars on environmental grounds. Charged as percentage of the OMSP (open market selling price), up to 1.400 c.c.: 22,5%, 1.401 - 1.900 c.c.: 25%, above 1.900 c.c.: 30% (since 1999); 50% rebate of VRT on hybrid vehicles (since 2001). Motor tax: Motor tax system based on the engine capacity as a proxy for emission, payable yearly. Fuel taxation: Different tax rates for petrol (differentiated by RON/MON) and diesel (differentiated by sulphur content)
4	Parallel or previous initiatives regarding the awareness of passenger car fuel economy issues	<ul style="list-style-type: none"> VRT (since 1999). Initiatives of the DEHLG's environmental information office ENFO and the Irish Energy Centre (IEC): Free public information booklets "Choices for suitable motoring/transport" (since 1999), information leaflet "Do you know what your actions are adding to climate change?" enclosed to all authority notifications to vehicle owners for motor tax renewal. Initiative of Sustainable Energy Ireland (SEI), the statutory body successor to IEC: information leaflet "Sustainable Transport". Participation in "European Car Free Day" (since 2000).
5	National implementation	
5.1	Responsibilities	<ul style="list-style-type: none"> Label, poster: Label and poster are made available by automobile importers. Guide: Concept, production and distribution by SIMI (Society of the Motor Industry of Ireland) in co-operation with automobile importers.
5.2	Cost	<ul style="list-style-type: none"> Cost for production and distribution of label and poster are borne by automobile importers, cost for the guide by SIMI. Approx. 25.000 copies of the guide per annum. Cost not mentioned.
6	Format of the information tools	
6.1	Label	<ul style="list-style-type: none"> Min. requirements of Directive fulfilled. Information about official CO₂ emission (g/km) and fuel consumption (l/100 km) and/or fuel reach (mpg) data. No classification system, fuel efficiency rating system or comparison with other models. No information about fuel cost, noise data, emission standard or environmental index/class. No additional data or information (e.g. tax). Modifications not planned at present. But SEI would prefer a label with an energy efficiency rating system (A-G) as already existing e.g. for white goods. More user friendly and immediately informative in comparative terms.

6.2	Guide	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Only one version available. • List of all vehicle models grouped by make and by model/size. • Information about official CO₂ emission (g/km) and fuel consumption (l/100 km) data. • No classification system, fuel efficiency rating system or comparison with other models. • No information about fuel cost, noise data, emission standard or environmental index/class. • No additional data or information (e.g. tax). • Annual update. • Guide also available on the SIMI website (www.simi.ie), but only as PDF version, no database with comparative terms installed. • Modifications not planned at present, but discussions with SIMI.
6.3	Poster	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • No additional data or information. • Update every 6 months. Between updates new models shall be added to the bottom of the list. • Modifications not planned at present.
6.4	Promotional literature	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Same requirement also for electronic formats as well as TV and radio in case of engine related performance criterion of a specific model. • Modifications not planned at present.
7	Assessment of the compliance of the Directive's provisions	
7.1	Assessment methods (e.g. surveys, studies)	<ul style="list-style-type: none"> • No formal assessments were carried out. • No instances of non-compliance have been reported by local authorities and SIMI, which regularly visits its members.
7.2	Label	<ul style="list-style-type: none"> • Compliance with the provisions of the Directive is generally considered satisfactory.
7.3	Guide	<ul style="list-style-type: none"> • Very good compliance with relevant provisions of the Directive. • Format 10x21 cm, 51 pages. • Available, free of charge, at dealerships and SIMI. PDF version also available on the SIMI website (www.simi.ie). Low demand for the guide at SIMI (12 requests for copies in 2003).
7.4	Poster	<ul style="list-style-type: none"> • Compliance with the provisions of the Directive is generally considered satisfactory.
7.5	Promotion literature	<ul style="list-style-type: none"> • Compliance with the provisions of the Directive is generally considered satisfactory.
7.6	Penalty system	<ul style="list-style-type: none"> • Fine not exceeding 1.269 EUR or imprisonment for any term not exceeding 6 months, or, at the discretion of the court, both such fine and imprisonment. • Up to now no penalties have been issued.
8	Assessment of the effectiveness of the Directive's provisions	
8.1	Assessment of the effectiveness of the Directive regarding the reduction of CO ₂ emissions from passenger cars	<ul style="list-style-type: none"> • No assessments were carried out.
8.2	Assessment of the effectiveness of the Directive regarding informing and influencing consumers	
8.2.1	Assessment methods (e.g. surveys, studies)	<ul style="list-style-type: none"> • No formal assessments were carried out. • Anecdotal feedback from SIMI and local authorities.
8.2.1.1	Consumer awareness and understanding of fuel economy issues	<ul style="list-style-type: none"> • Fuel cost/consumption reasonable important for consumers in making vehicle purchase decision. • Emission level no major factor in vehicle purchase decisions, but interest is growing slowly with greater awareness of climate change and CO₂ emission issues.
8.2.1.2	Major factors in vehicle purchase decisions	<ul style="list-style-type: none"> • VRT: 50% of new registered vehicles have an engine capacity up to 1.400 c.c. • Fuel cost/consumption reasonable important for consumers in making vehicle purchase decision. • Emission level no major factor in vehicle purchase decisions.
8.2.1.3	Information sources for fuel economy issues	<ul style="list-style-type: none"> • No information available.
8.2.1.4	Effectiveness of the Directive provisions	<ul style="list-style-type: none"> • Limited effective in individual cases perhaps, but no major effectiveness generally. • Guide perhaps most useful and informative element with background information and overview of all models. Poster next most useful in comparative terms between models. Label less influential, because too car specific and without comparative terms.
8.2.1.5	Comparison of vehicle models, energy efficiency rating	<ul style="list-style-type: none"> • SEI would prefer a label with an energy efficiency rating system (A-G) as already existing e.g. for white goods. More user friendly and immediately informative in comparative terms.

9	Extension to other media	<ul style="list-style-type: none"> • Guide also available on the SIMI website (www.simi.ie), but only as PDF version, no database with comparative terms available.
10	Overall assessment and improvements	
10.1	Overall assessment	<ul style="list-style-type: none"> • Compliance with the provisions of the Directive is generally considered good. • Limited effective in individual cases perhaps, but no major effectiveness generally. • Guide perhaps most useful and informative element with background information and overview of all models. Poster next most useful in comparative terms between models. Label less influential, because too car specific and without comparative terms. • Fuel cost/consumption reasonable important for consumers in making vehicle purchase decision. • Emission level no major factor in vehicle purchase decisions, but VRT(50% of new registered vehicles have an engine capacity up to 1.400 c.c.).
10.2	Improvements	<ul style="list-style-type: none"> • No proposal for improvements. • SEI would prefer a label with an energy efficiency rating system (A-G) as already existing e.g. for white goods. More user friendly and immediately informative in comparative terms.

Annex 2: Summary Report – Part 9: Italy

0	Implementation	
0.1	Implementation of Directive 1999/94/EC	Decreto del Presidente della Repubblica No. 84, 17.02.2003 (Presidential Decree No. 84 of 17.02.2003) Date of entry into force: 05.05.2003
0.2	Implementation of Directive 2003/73/EC (amendment of annex III to Directive 1999/94/EC)	Yes (Article 5 of Presidential Decree No. 84).
0.3	Implementation of Commission Recommendation 2003/217/EC (application to other media)	No.
0.4	Member state report according to 2001/667/EC	No, only short report of actual situation.
1	Institution and contact person in charge	
1.1	Institution	Ministero delle Attività Produttive Direzione Generale per l'Armonizzazione del Mercato e la Tutela dei Consumatori (DGAMTC) (Ministry of Economics, General Directorate for Market Harmonisation and Consumer Protection) Via Molise, 2 - IV Piano, 00187 Roma, Italy
1.2	Contact person	Mr. Gianfrancesco Romeo - Uff. A4 Affari Giuridici e Contenzioso Tel.: ++39-06-4705-2771 Fax.: ++39-06-4705-2898 E-Mail: gianfrancesco.romeo@minindustria.it
2	Structure of passenger car market	
2.1	Registration figures	<ul style="list-style-type: none"> No information available.
2.2	Dealer network	<ul style="list-style-type: none"> Approx. 4.000 dealerships
3	Economic policies, governmental regulations or market arrangements in relation to passenger cars and fuel consumption	<ul style="list-style-type: none"> Implementation of Directive 1999/94/EC first regulation regarding this issue.
4	Parallel or previous initiatives regarding the awareness of vehicle fuel economy issues	<ul style="list-style-type: none"> No previous initiatives. Additional leaflet "Meno CO₂ - La marcia in più per il tuo benessere" (Less CO₂ - The march for your well-being") to raise consumer awareness of the environmental protection problems published by DGAMTC.
5	National implementation	
5.1	Responsibilities	<ul style="list-style-type: none"> Label, poster: Label and poster are made available by automobile manufacturers and importers. Guide: Concept, production and distribution by DGAMTC in co-operation with the Ministry of Environment and Protection of Natural Resources and the Ministry of Infrastructure and Transport.
5.2	Cost	<ul style="list-style-type: none"> Cost for production and distribution of label and poster are borne by automobile manufacturers, importers and dealerships, cost for guide by DGAMTC. Approx. 120.000 copies of the guide per annum planned. Cost not mentioned.
6	Format of the information tools	
6.1	Label	<ul style="list-style-type: none"> Min. requirements of Directive fulfilled. Information about official CO₂ emission (g/km), fuel consumption (l/100km) and/or fuel reach (km/l). No classification system, fuel efficiency rating system or comparison with other models. No information about fuel cost, noise data, emission standard or environmental index/class. No additional data or information (e.g. tax). Modifications not planned at present.
6.2	Guide	<ul style="list-style-type: none"> Min. requirements of Directive fulfilled. List of all vehicle models grouped by make, fuel type and model/size. Information about official CO₂ emission (g/km) and fuel consumption (l/100 km) data. No classification system, fuel efficiency rating system or comparison with other models. No information about fuel cost, noise data, emission standard or environmental index/class. No additional data or information (e.g. tax). Annual update. After publication of the guide in the Italian State Gazette, the guide will be also available on the ministries involved websites (www.minindustria.it, www.minambiente.it), but only as PDF version, no database with comparative terms planned. Modifications not planned at present.

6.3	Poster	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • No additional data or information. • Update every 6 months. Between updates new models shall be added to the bottom of the list. • Modifications not planned at present.
6.4	Promotional literature	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Modifications not planned at present.
7	Assessment of the compliance of the Directive's provisions	
7.1	Assessment methods (e.g. surveys, studies, ...)	<ul style="list-style-type: none"> • No assessments were carried out yet.
7.2	Label	<ul style="list-style-type: none"> • No information available.
7.3	Guide	<ul style="list-style-type: none"> • No information available.
7.4	Poster	<ul style="list-style-type: none"> • No information available.
7.5	Promotion literature	<ul style="list-style-type: none"> • No information available.
7.6	Penalty system	<ul style="list-style-type: none"> • Fine between 250 and 1.000 EURO. • Up to now no penalties have been issued.
8	Assessment of the effectiveness of the Directive's provisions	
8.1.	Assessment of the effectiveness of the Directive regarding the reduction of CO ₂ emissions from passenger cars	<ul style="list-style-type: none"> • No assessments were carried out yet.
8.2.	Assessment of the effectiveness of the Directive regarding informing and influencing consumers	
8.2.1	Assessment methods (e.g. surveys, studies, ...)	<ul style="list-style-type: none"> • No assessments were carried out yet.
8.2.1.1	Consumer awareness and understanding of fuel economy issues	<ul style="list-style-type: none"> • Implementation of Directive 1999/94/EC first regulation regarding this issue. • Emission level no major factor in vehicle purchase decisions as yet.
8.2.1.2	Major factors in vehicle purchase decisions	<ul style="list-style-type: none"> • No information available.
8.2.1.3	Information sources for fuel economy issues	<ul style="list-style-type: none"> • No information available.
8.2.1.4	Effectiveness of the Directive provisions	<ul style="list-style-type: none"> • No information available.
8.2.1.5	Comparison of vehicle models, energy efficiency rating	<ul style="list-style-type: none"> • No information available.
9	Extension to other media	<ul style="list-style-type: none"> • After publication of the guide in the Italian State Gazette, the guide will be also available on the ministries involved websites (www.minindustria.it, www.minambiente.it), but only as PDF version, no database with comparative terms planned.
10	Overall assessment and improvements	
10.1	Overall assessment	<ul style="list-style-type: none"> • Implementation of Directive 1999/94/EC first regulation regarding this issue. • Emission level no major factor in vehicle purchase decisions as yet. • Effectiveness of the Directive can not be assessed yet.
10.2	Improvements	<ul style="list-style-type: none"> • No proposal for improvements.

Annex 2: Summary Report – Part 10: Luxembourg

Remark: No Member State Report available.

Annex 2: Summary Report – Part 11: Netherlands

0	Implementation	
0.1	Implementation of Directive 1999/94/EC	Decree no. 2000/0317/NL (Decree on energy consumption labelling for passenger cars) Date of entry into force: 18.01.2001
0.2	Implementation of Directive 2003/73/EC (amendment of annex III to Directive 1999/94/EC)	Yes.
0.3	Implementation of Commission Recommendation 2003/217/EC (application to other media)	No.
0.4	Member state report according to 2001/667/EC	Yes.
1	Institution and contact person in charge	
1.1	Institution	Ministerie van VROM - DG Milieubeheer, directie Klimaatverandering en Industrie, afdeling Energie en Voertuigtechniek (Ministry of Spatial Planning, Housing and the Environment - Directorate General for Environmental Protection) Postbus 30945 - 2500 GX Den Haag - Netherlands
1.2	Contact person	Mr. P. Godfroj - Board Member Energy and Vehicle Technology Tel.: ++31-70-339-2232 Fax: ++31-70-339-1592 E-Mail: per.godfroj@minvrom.nl or diz.international@minvrom.nl
2	Structure of passenger car market	
2.1	Registration figures	<ul style="list-style-type: none"> New cars: approx. 500.000 per year. Approx. 60% private consumers, 40% commercial consumers
2.2	Dealer network	<ul style="list-style-type: none"> Dealerships: approx. 4.040 Approx. 3.000 franchise dealerships, 1.000 universal garages selling new passenger cars and 40 dealerships selling "grey imported" passenger cars. Approx. 100 % independent dealerships
3	Economic policies, governmental regulations or market arrangements in relation to passenger cars and fuel consumption	<ul style="list-style-type: none"> Vehicle acquisition tax (BPM): Vehicle acquisition tax based of the net price of the vehicle and the fuel type (petrol/LPG, diesel). In 2002: BPM refund for environmentally friendly passenger cars of energy efficiency class A (1.000 EURO) or B (500 EURO). Motor tax (MRB): Motor tax system based on the vehicle weight and fuel type (petrol, diesel, LPG), payable quarterly or yearly. Fuel taxation: Different tax rates for petrol, diesel and LPG. Diesel: approx. 35 Cent/l, petrol: approx. 65 Cent/l, LPG: approx. 5 Cent/l. "Green leasing companies": Some "green leasing companies" offer only passenger cars of energy efficiency class A, B or C.
4	Parallel or previous initiatives regarding the awareness of vehicle fuel economy issues	<ul style="list-style-type: none"> In the nineties, a brochure on the fuel consumption of passenger cars was published in co-operation with the automobile industry. The brochure was displayed at the post offices. "Buy economically, drive economically" ("Koop zuinig, Rij zuinig"): Programme by NOVEM (The Netherlands Agency for Energy and the Environment) on behalf of the government in the nineties with different actions, e.g. distribution of slide with fuel consumption data of new passenger cars. "Eco Driving" ("Het Nieuwe Rijden") Since 1999, communication programme by NOVEM (continuation of previous programme) on behalf of the government concerning fuel consumption efficiency of passenger cars. Information campaign for the introduction of the energy efficiency labelling. Concerning the introduction of the energy efficiency labelling, an advertisement campaign with e.g. poster at bus stops, was carried out between March and May 2001, cost: 1 Mill. EURO. Concerning the introduction of the BPM refund for passenger cars of energy efficiency class A and B, an advertisement campaign with e.g. poster at bus stops and TV/radio spots, was carried out between February and April 2002, cost: 1 Mill. EURO.
5	National implementation	
5.1	Responsibilities	<ul style="list-style-type: none"> Label and poster: Label and poster are made available by automobile importers. On behalf of the most importers, this job is done by the RDC-Data Centre. Guide: Concept, production and distribution by RDW (Type approval authority) on behalf of Ministerie van VROM.

5.2	Cost	<ul style="list-style-type: none"> • Cost for production and distribution of label and poster are borne by automobile importers, cost for the guide by Ministerie van VROM. • 2001: 445.000 copies, 2004: 165.000 copies of the guide. • Before the implementation of the Directive, the cost were estimated as follows: Material cost: label and poster/display: 0,4 Mill EURO, guide: 0,80 EURO per guide. Personnel cost: 2 Mio EURO in total (importers: 0,6 Mio. EURO, dealers: 1,4 Mio. EURO). • Cost reduction possible by removing the necessity of poster, the printed version of the guide and the provisions regarding promotion literature. Directive provisions should be transferred to a recommendation of the EU Commission. • Concerning the label production, the automobile industry would expect a cost reduction in case of an EU-wide harmonisation of the label format, e.g. label could be fixed at the vehicle already after the production.
6	Format of the information tools	
6.1	Label	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Information about official CO₂ emission (g/km), fuel consumption (l/100km) and fuel reach (km/l) data. • Energy efficiency rating system as already existing e.g. for white goods, 7 energy efficiency classes (A-G) based on the relative energy efficiency (%): "A": index < -20% "B": -20% <= index < -10% "C": -10% <= index < 0% "D": 0 <= index < 10% "E": 10% <= index < 20% "F": 20% <= index < 30% "G": index > = 30% The relative energy efficiency index shows the relative energy efficiency of a passenger car in comparison to the average energy efficiency of passenger cars of the same size. The reference CO₂ emission value is calculated as the sum of 0,25 x average CO₂ emission value of all new passenger cars and 0,75 x average CO₂ emission value of all new passenger cars of identical size. Diesel and petrol cars will be handled separately. The constants for the regression formulae and the values to be applied for the average CO₂ emission for petrol and diesel cars are adjusted yearly by RDW (Netherlands Type Approval Authority). • No information about fuel cost, noise data, emission standard or environmental index/class. • No additional data or information (e.g. tax). • Modifications not planned at present.
6.2	Guide	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Only one version available. • List of all vehicle models grouped by make, fuel type and model/size. • Information about official CO₂ emission (g/km), fuel consumption (l/100 km) and fuel reach (km/l) data. • Fuel efficiency rating system A-G (see item 6.1 Label). • No information about fuel cost, noise data, emission standard or environmental index/class. • No additional data or information (e.g. tax). • Annual update. • Guide also available on the ANWB (Netherlands Touring Club) website www.anwb.nl/auto/brandstofetikettering/index.jsp, database for the selection of vehicle models, but no different comparative terms. • Modifications of the printed guide are not planned at present. The database, which is a voluntary initiative of ANWB, should get a more official status. RDW should be involved.
6.3	Poster	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • No additional data or information. • Update every 6 months. • Modifications not planned at present.
6.4	Promotional literature	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Modifications not planned at present.
7	Assessment of the compliance of the Directive's Provisions	
7.1	Assessment methods (e.g. surveys, studies, ...)	<ul style="list-style-type: none"> • Inspection of 1345 car importers and dealerships throughout the Netherlands by FIOD-ECD (Board of control) in 2001 and 802 inspections in 2002. The inspections were carried out with pre-announcement to importers and dealerships and a 10% non-tolerance was applied.

7.2	Label	<ul style="list-style-type: none"> Very good compliance with the provisions of the Directive. Format, content and display about 80% in 2001 and 90% in 2002, at the second inspection 100%. (Good compliance also due to the pre-announcement by FIOD-ECD).
7.3	Guide	<ul style="list-style-type: none"> Very good compliance with the provisions of the Directive. Format 1/3 DIN A4, 176 pages (2004). Available, free of charge at the dealerships, ANWB, Consumentenbond (consumers' association) and NOVEM. Guide also available on the ANWB (Netherlands Touring Club) website www.anwb.nl/auto/brandstofetikettering/index.jsp, database for the selection of vehicle models, but no different comparative terms.
7.4	Poster	<ul style="list-style-type: none"> Very good compliance with the provisions of the Directive. Format, content and display 90%, at the second inspection 100%.
7.5	Promotion literature	<ul style="list-style-type: none"> Very good compliance with the provisions of the Directive.
7.6	Penalty system	<ul style="list-style-type: none"> Fine up to 11.250 EURO or prison sentence up to 6 months. Up to now, 9 fines of 1.400 EURO each have been issued to dealerships.
8	Assessment of the effectiveness of the Directive's Provisions	
8.1.	Assessment of the effectiveness of the Directive regarding the reduction of CO ₂ emissions from passenger cars	<ul style="list-style-type: none"> Since the standard for the energy efficiency classes (based on the average fuel consumption of all newly registered cars) is updated yearly, it is not possible to monitor whether cars become more fuel efficient based on the percentage of the energy efficiency classes (A-G). Changes can only be determined, if the fuel economy standard of a certain year is also used for other years. If the standard for 2002 is taken, the following development of the registration figures separated by energy efficiency class (A-G) from year 2000 to 2003 appears: After implementing of the Directive in 2001, the percentage of class B (2000: 6,5% à 2001: 9,5%) and C (2000: 41,4% à 2001: 45,7%) increased slightly, the percentage of class D,E and F decreased, class A and G did not change relevantly. Due to the BPM (vehicle acquisition tax) refund for environmentally friendly passenger cars of class A (1.000 EURO) or B (500 EURO), the percentage of class A and B increased in 2002 super proportionally: class A: 0,3% à 3,2%, class B: 9,5% à 16,1%. After abolishing the BPM refund in 2003, the percentage of class A and B decreased again. Tax incentives as the BPM refund in 2002 are well accepted by consumers and show a great impact in vehicle purchase decision.
8.2.	Assessment of the effectiveness of the Directive regarding informing and influencing consumers	
8.2.1	Assessment methods (e.g. surveys, studies, ...)	<ul style="list-style-type: none"> Consumer research into the fuel economy label: Before implementing the Directive, format of label and energy efficiency rating system was tested with 25 new car buyers, regarding their understanding. Study by Bureau Ferro b.v. on behalf of Ministerie van VROM Survey on new car purchase: Interview of 60 new car buyers in 2001 and 30 new car buyers in 2002 by the Ministerie van VROM.
8.2.1.1	Consumer awareness and understanding of fuel economy issues	<ul style="list-style-type: none"> Consumers not well aware of fuel economy and environmental issues. Fuel economy and environmental impact no major factor in vehicle purchase decisions.
8.2.1.2	Major factors in vehicle purchase decisions	<ul style="list-style-type: none"> Foremost factors influencing consumers decision are size, engine power, safety qualities, manufacturers' image. 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.
8.2.1.3	Information sources for fuel economy issues	<ul style="list-style-type: none"> No information available.
8.2.1.4	Effectiveness of the Directive provisions	<ul style="list-style-type: none"> Awareness as regards label, poster and guide quite low. Label most informative and effective element due to the 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, which includes mostly only min. - max. data, less effective. Numerical information generally without meaning for the consumers.
8.2.1.5	Comparison of vehicle models, energy efficiency rating	<ul style="list-style-type: none"> Most consumers prefer an energy efficiency rating system with additional car classification based on the vehicle size as already existing in NL. This system is already known from white goods and numerical information are generally without meaning for consumers. Since most consumers already decided the vehicle size of the new car, a relative comparison of the energy efficiency of vehicles with same size is preferred.

9	Extension to other media	<ul style="list-style-type: none"> • Guide also available on the ANWB (Netherlands Touring Club) website www.anwb.nl/auto/brandstofetikettering/index.jsp, database for the selection of vehicle models, but no different comparative terms. Available since 2001, update approx. every 3 months.
10	Overall assessment and improvements	
10.1	Overall assessment	<ul style="list-style-type: none"> • Compliance with the provisions of the Directive is generally considered very good. • Consumers not well aware of fuel economy and environmental issues. • Fuel economy and environmental impact no major factor in vehicle purchase decisions. • Label most informative and effective element due to the easy understanding of the energy efficiency rating system. Guide quite informative, but not well known by the consumers. Poster and promotion literature less effective, because numerical information only are generally without meaning for consumers. • Consumers prefer the existing energy efficiency rating system with additional car classification based on the vehicle size. Since the decision regarding the vehicle size is generally already fixed, a relative comparison of the energy efficiency of vehicles with same size is preferred. • Tax incentives as the BPM refund in 2002 for vehicles with energy class A and B instead are well accepted by consumers and show a great impact in vehicle purchase decision (increasing of the percentage of class A: 0,3% à 3,2%, class B: 9,5% à 16,1%). After abolishing the BPM refund in 2003, the percentage of class A and B decreased again.
10.2	Improvements	<ul style="list-style-type: none"> • Introduction of an EU-wide identical energy efficiency labelling system as already existing e.g. for white goods. Consumers are already familiar to this system and label could be fixed at the vehicles already after the production, easier handling and lower cost. • Due to the high cost for the production of the guide and the low demand by the consumers, it should be considered to cancel or to replace it by a download version. Therefore the Directive provisions should be transferred to a recommendation of the EU commission. • Due to the ineffectiveness of provisions concerning poster and promotion literature, the Directive provisions should be transferred to a recommendation of the EU commission. • 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.

Annex 2: Summary Report – Part 12: Portugal

0	Implementation	
0.1	Implementation of Directive 1999/94/EC	Decreto-Lei n° 304/2001, de 26 de Novembro (National Decree No. 304/2001 of 26 November) Date of entry into force: 26.11.2001
0.2	Implementation of Directive 2003/73/EC (amendment of annex III to Directive 1999/94/EC)	In process, draft decree available.
0.3	Implementation of Commission Recommendation 2003/217/EC (application to other media)	In process, draft decree available.
0.4	Member state report according to 2001/667/EC	Yes.
1	Institution and contact person in charge	
1.1	Institution	Instituto do Ambiente, Departamento de Estratégias e Programas Ambientais - Ministério do Ambiente e do Ordenamento do Território (Institution for Environment, Dept.: Environmental Strategies and Projects Ministry for Environment and Territorial Affairs) R. da Murgueira - Zambujal - 2720 - 865 Amadora - Portugal
1.2	Contact person	Mrs. Paula Filomena das Neves Carreira - Technical Manager Tel.: ++351-214-728355 Fax: ++351-214-719074 E-Mail: paula.carreira@iambiente.pt
2	Structure of passenger car market	
2.1	Registration figures	<ul style="list-style-type: none"> New cars: 231.906 units (2002), approx. 36% Diesel
2.2	Dealer network	<ul style="list-style-type: none"> Dealerships: 1.279 95% independent dealerships, 5% not independent dealerships
3	Economic policies, governmental regulations or market arrangements in relation to passenger cars and fuel consumption	<ul style="list-style-type: none"> Implementation of Directive 1999/94/EC first regulation regarding this issue.
4	Parallel or previous initiatives regarding the awareness of vehicle fuel economy issues	<ul style="list-style-type: none"> Occasional information campaigns for drivers between 1993 and 1998: Explanation of the problems of environmental pollution due to emissions and the necessity of regularly servicing of the cars. Emission tests of private cars were carried out and the results explained, 4-5 campaigns per year for a period of 3-4 days, tested cars: approx. 50 per campaign.
5	National implementation	
5.1	Responsibilities	<ul style="list-style-type: none"> Label, poster: Concept of label by the General Directory for Traffic (Direcção Geral de Viacao DGV), sample of label is described in the decree no. 2694/2002 dated 02.02.2002. Blank labels and posters are made available by automobile manufacturers and importers. Label and poster are produced by dealerships themselves; data is obtained from the Portuguese Association of Automobile Trade (Associação do Comércio Automóvel de Portugal ACAP) website www.acap.pt or DGV website www.dgv.pt. Frequently actualisation of the data by automobile manufacturers and importers. Guide: Concept by DGV in co-operation with ACAP. Production and distribution by dealership themselves, download of PDF version from the DGV and ACAP websites (www.dgv.pt, www.acap.pt), no printed version available. At the dealerships a printed copy of the PDF version is provided to the customers free of charge.
5.2	Cost	<ul style="list-style-type: none"> Cost for concept of label and guide are born by ACAP, cost for production and distribution of label, poster and guide by manufacturers, importers and dealerships. Cost not mentioned.

6	Format of the information tools	
6.1	Label	<ul style="list-style-type: none"> Min. requirements of Directive fulfilled. Information about official CO₂ emission (g/km) and fuel consumption (l/100 km) data. Fuel efficiency rating system in the colours green to red based on the official fuel consumption data according to 93/116/EC. "green": fuel consumption < 6l/100km "yellow": fuel consumption between 6l/100km and 10l/100km "orange": fuel consumption between 10l/100km and 14l/100km "red": fuel consumption > 14l/100km Identical rating system for all cars, no classification in car segments. No information about fuel cost, noise data, emission standard or environmental index/class. No additional data or information (e.g. tax). Modifications not planned at present.
6.2	Guide	<ul style="list-style-type: none"> Min. requirements of Directive fulfilled. Only one version available. List of all vehicle models sorted by manufacturers in alphabetic order. Information about official CO₂ emission (g/km) and fuel consumption (l/100 km) data. No classification system, fuel efficiency rating system or comparison with other models. No information about fuel cost, noise data, emission standard or environmental index/class. No additional data or information (e.g. tax). No printed version of the guide. PDF version of the guide and database with different comparative terms available on the DGV and ACAP websites (www.dgv.pt, www.acap.pt). Frequently updated. At the dealerships a printed copy of the PDF version is provided to the customers free of charge. Modifications not planned at present.
6.3	Poster	<ul style="list-style-type: none"> Min. requirements of Directive fulfilled. No additional data or information. Update every 6 months. Implementation of Directive 2003/73/EC allowing the use of electronic displays in process.
6.4	Promotional literature	<ul style="list-style-type: none"> Min. requirements of Directive fulfilled. Implementation of Commission Recommendation 2003/217/EC in process.
7	Assessment of the compliance of the Directive's Provisions	
7.1	Assessment methods (e.g. surveys, studies, ...)	<ul style="list-style-type: none"> Inspection of 122 dealerships and 462 cars by "dummy customers".
7.2	Label	<ul style="list-style-type: none"> Very good compliance with the relevant provisions of the Directive: Content: 96,6%, format 97,8%, display 88,3%. Single objections about wrong paper (with manufacturer label) for label.
7.3	Guide	<ul style="list-style-type: none"> Very good compliance with relevant provisions of the Directive. Format DIN A4, 80 pages. No printed version of the guide. PDF version of the guide and database with different comparative terms available on the DGV and ACAP websites (www.dgv.pt, www.acap.pt). At the dealerships a printed copy of the PDF version is provided to the customers free of charge. 8,2% of the dealerships had problems to make available the guide.
7.4	Poster	<ul style="list-style-type: none"> Compliance with the provisions of the Directive is generally considered satisfactory: No display: 3,3%, display in no prominent position: 16,1%. Dealers opinion: poster unattractive for customers, difficult actualisation.
7.5	Promotion literature	<ul style="list-style-type: none"> Compliance with the provisions of the Directive is generally considered satisfactory. In single cases, no or incomplete information about fuel consumption and CO₂ emission or data printed in too small letters.
7.6	Penalty system	<ul style="list-style-type: none"> Fine between 498,80 and 3.740,99 EURO for private persons and between 2.493,99 and 44.891,81 EURO for legal entities. Until 31.12.2002, 49 procedures of taking evidence were introduced.
8	Assessment of the effectiveness of the Directive's Provisions	
8.1.	Assessment of the effectiveness of the Directive regarding the reduction of CO ₂ emissions from passenger cars	<ul style="list-style-type: none"> No assessments were carried out.

8.2.	Assessment of the effectiveness of the Directive regarding informing and influencing customers	
8.2.1	Assessment methods (e.g. surveys, studies, ...)	<ul style="list-style-type: none"> Survey with 412 private consumers and 121 commercial consumers, who bought a new car since 01.01.2001. Survey with 122 dealerships.
8.2.1.1	Customer awareness and understanding of fuel economy issues	<ul style="list-style-type: none"> Fuel economy and environmental impact no major factor in vehicle purchase decisions. Consumers not well aware of fuel economy and environmental issues.
8.2.1.2	Major factors in vehicle purchase decisions	<ul style="list-style-type: none"> Foremost factors influencing customers decision: Private consumers: safety qualities, comfort, price Commercial customers: safety qualities, price, fuel type. Dealerships: safety qualities, design, price. Fuel economy ranked 6th in case of private consumers and 5th in case of commercial consumers. 44% would buy selected car despite of high fuel consumption. The remaining 56% would look for another model or a diesel engine car.
8.2.1.3	Information sources for fuel economy issues	<ul style="list-style-type: none"> Most important information sources: Private consumers: own observations in showrooms, dealers, reputation of the brand Commercial consumers: own observations in showrooms, leasing companies, magazines. Provisions of the Directive not of importance as information source.
8.2.1.4	Effectiveness of the Directive provisions	<ul style="list-style-type: none"> Awareness as regards label, poster and guide very low (1,1-27,3%) and not regarded as informative or effective. Limited effective in individual cases perhaps, but no major effectiveness generally. Promotion literature and guide (for commercial consumers) perhaps most useful and informative element. Label less impactful and poster without any effectiveness.
8.2.1.5	Comparison of vehicle models, energy efficiency rating	<ul style="list-style-type: none"> Most customers (private consumers: 81,4%, commercial consumers: 78,8%) prefer a labels with comparative terms of similar vehicle models. An energy efficiency rating system with additional car classification based e.g. on car segments, engine capacity, ... would be preferred.
9	Extension to other media	<ul style="list-style-type: none"> PDF version of the guide and database with different comparative terms available on the DGV and ACAP websites (www.dgv.pt, www.acap.pt). Available since 31.12.2001. Database frequently updated.
10	Overall assessment and improvements	
10.1	Overall assessment	<ul style="list-style-type: none"> Compliance with the provisions of the Directive is generally considered good. Fuel economy and environmental impact no major factor in vehicle purchase decisions. Foremost factor influencing customers decision are safety qualities, comfort and price. Limited effective in individual cases perhaps, but not major effectiveness generally. Consumers not well aware of fuel economy and environmental issues. Most customers would prefer a label with an energy efficiency rating system with additional car classification based e.g. on car segments, engine capacity, ... for a direct comparison of similar vehicle models.
10.2	Improvements	<ul style="list-style-type: none"> Increase of consumers awareness of fuel economy and environmental impacts of fuels. Increase of customers awareness of available information literature at dealerships. Sensitisation of dealerships regarding the importance of the Directive's provisions.

Annex 2: Summary Report – Part 13: Spain

0	Implementation	
0.1	Implementation of Directive 1999/94/EC	Real Decreto 837/2002 de 02.08.2002 (Royal Decree No. 837/2002 of 03.08.2002) Date of entry into force: 30.11.2002
0.2	Implementation of Directive 2003/73/EC (amendment of annex III to Directive 1999/94/EC)	Yes (PRE/29/2004 as amendment of Real Decreto 837/2002).
0.3	Implementation of Commission Recommendation 2003/217/EC (application to other media)	No.
0.4	Member state report according to 2001/667/EC	Yes, but due to the late national implementation, the requested period from 18.01.2001 until 31.12.2002 can not be covered by the report.
1	Institution and contact person in charge	
1.1	Institution	No information available.
1.2	Contact person	No information available.
2	Structure of passenger car market	
2.1	Registration figures	<ul style="list-style-type: none"> New cars: approx. 1,33 Mio. units (2002), approx. 60% Diesel. Approx. 85,8% private consumers, 14,2% commercial consumers (car rentals)
2.2	Dealer network	<ul style="list-style-type: none"> Dealerships: 9.540 (2003)
3	Economic policies, governmental regulations or market arrangements in relation to passenger cars and fuel consumption	<ul style="list-style-type: none"> Car tax (Real Decreto Legislativo 2/2004): Increase of the tax incentive for low-emission vehicles: up to 75% tax reduction depending on fuel type, engine type and emissions. Excise tax: Introduction of a tax incentive up to 50% for companies which support the use of more energy efficient means of transportation (e.g. public transport, car pool) by their employees. Extension of the "Plan Prever" programme (2004 - 2006): Tax incentive, if a more that 10 year old passenger car is replaced by a new car or a used car not older that 5 years. Aim: modernisation of the vehicle fleet, reduction of fuel consumption and emissions, increase of the safety standard.
4	Parallel or previous initiatives regarding the awareness of vehicle fuel economy issues	<ul style="list-style-type: none"> "Plan Prever" programme (entry into force: April 1997): 480 EURO reduction of the sales price of a new passenger car, if a car older that 10 years was scrapped. 712 EURO price reduction, if a car using leaded petrol was replaced by a newer one with catalytic converter. Between 1997 and 2002 1,6 Mio cars were scrapped. Participation of IDAE (Instituto para la Diversificación y Ahorro de la Energía) in the European ECODRIVE project since 2000: Implementation of an economic driving style for a fuel consumption reduction up to 25%. Co-operation with DGT (Dirección General de Tráfico) and the driving schools. Young drivers should become familiar with an economic driving style from the first driving lesson on. Courses and training programmes for experienced drivers in co-operation with the Spanish automobile clubs (RACC, RACE), the Spanish carrier association (CETM), assurance companies and automobile manufacturers (Mercedes Benz). Participation of IDAE in the European CLASE (Car Labelling Saves Energy) project: Articles in newspapers and magazines, publication and distribution of 30.000 information brochures regarding the Directive's provisions and the IDAE database, installation of the database on the IDAE website, distribution of 220.000 guides within the magazine "Organización de Consumidores y Usuarios", presentations at conferences, congresses in 10 cities. Regular programmes (conferences, brochures, publications, ...) by IDAE since 1992 to increase the sensitisation of the people regarding energy efficiency and environmental issues. Co-operation with consumer protection organisations and NGOs: Distribution of 220.000 guides within the magazine "Organización de Consumidores y Usuarios", publication of articles and support by the distribution of information materials regarding car labelling.
5	National implementation	
5.1	Responsibilities	<ul style="list-style-type: none"> Label, poster: Label and poster are made available by automobile manufacturers and importers. Guide: Concept, production and distribution by IDAE in co-operation with the automobile manufacturers association (ANFAC) and importers association (ANIACAM).
5.2	Cost	<ul style="list-style-type: none"> Cost for production and distribution of label and poster are borne by automobile manufacturers and importers, cost for the guide by IDAE. Cost not mentioned.

6	Format of the information tools	
6.1	Label	<p>Real Decreto 837/2002 includes a mandatory and an optional label:</p> <p>1) Mandatory label:</p> <ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Information about official CO₂ emission (g/km) and fuel consumption (l/100 km) data. • No classification system, fuel efficiency rating system or comparison with other models. • No information about fuel cost, noise data, emission standard or environmental index/class. • No additional data or information (e.g. tax). • Modifications not planned at present. <p>2) Optional label:</p> <ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Information about official CO₂ emission (g/km), fuel consumption (l/100 km) and fuel reach (km/l) data. • Fuel efficiency rating system as already existing e.g. for white goods, 7 energy efficiency classes (A-G) based on the relative fuel efficiency (%): “A”: index < -25% “B”: -25% < index < -15% “C”: -15% < index < -5% “D”: -5 < index < 5% (average) “E”: 5% < index < 15% “F”: 15% < index < 25% “G”: index > 25% <p>The relative fuel efficiency index shows the relative fuel efficiency of a passenger car in comparison to the average fuel efficiency of passenger cars of same size. The reference fuel consumption value is calculated as follows: $a \times e^{(bxS)}$, with e= Euler No., S= vehicle size, based of the absolute length and width of the vehicles and a, b = constants. Diesel and petrol cars are handled separately. Formula and constants a and b for petrol and diesel cars are adjusted if necessary. The classification is updated half yearly.</p> <ul style="list-style-type: none"> • No information about fuel cost, noise data, emission standard or environmental index/class. • No additional data or information (e.g. tax). • Modifications not planned at present.
6.2	Guide	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Only one version available. • List of all vehicle models grouped by make and in alphabetic order, separate list for each fuel type. • Information about official CO₂ emission (g/km) and fuel consumption (l/100 km) data. • Fuel efficiency rating system A-G (see item 6.1 Label). • No information about fuel cost, noise data, emission standard or environmental index/class. • No additional data or information (e.g. tax). • Update every 6 months. • Guide also available on the IDAE website www.idae.es/coches/index.asp, download version and database with different comparative terms. • Modifications not planned at present.
6.3	Poster	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • No additional data or information. • Update every 6 months. Between updates new models shall be added to the bottom of the list. • Modifications not planned at present.
6.4	Promotional literature	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Modifications not planned at present.
7	Assessment of the compliance of the Directive's Provisions	
7.1	Assessment methods (e.g. surveys, studies, ...)	<ul style="list-style-type: none"> • Label, poster and guide: Inspection of 711 dealerships throughout Spain and 6.261 passenger cars by “dummy consumers” in 2003. • Promotional literature: “Press clippings”, analysis of 1.720 advertisements in the 3 Spanish newspapers with the highest run (El País, El Mundo, ABC), period: September 2003 - February 2004. Inspection of 225 vehicle brochures (85 vehicle models of 25 automobile manufacturers).

7.2	Label	<ul style="list-style-type: none"> Compliance with the provisions of the Directive is generally considered not satisfactory. Inspected Dealerships: <ul style="list-style-type: none"> 1) Mandatory label: Display: 29%, content and format: 20%. 2) Optional label: 1% Inspected passenger cars: <ul style="list-style-type: none"> 1) Mandatory label: Display: 53%, content and format: 28%. 2) Optional label: 4% Dealers are not well aware of the Directive's provision.
7.3	Guide	<ul style="list-style-type: none"> Very good compliance with the provisions of the Directive, except the distribution at the dealerships. Format DIN A4, 50 pages. Guide also available on the IDAE website www.idae.es/coches/index.asp, download version and database with different comparative terms. Only at 7% (6% printed version, 1% electronic version) of the dealerships the guide is available. Dealers are not well aware of the Directive's provision.
7.4	Poster	<ul style="list-style-type: none"> Compliance with the provisions of the Directive is generally considered not satisfactory: <ul style="list-style-type: none"> Display: 41%, content and format: 34%. Dealers are not well aware of the Directive's provision.
7.5	Promotion literature	<ul style="list-style-type: none"> Regarding the vehicle brochures of the manufacturers, the compliance with the provisions of the Directive is generally considered good: <ul style="list-style-type: none"> Format and content: 86%. Regarding the advertisements in newspapers, the compliance with the provisions of the Directive is generally considered not satisfactory: <ul style="list-style-type: none"> Content and format: 14% (content: 77%) In most cases, information about fuel consumption and CO₂ emission data are printed in too small letters.
7.6	Penalty system	<ul style="list-style-type: none"> Fines are possible. Up to now, no penalties have been issued.
8	Assessment of the effectiveness of the Directive's Provisions	
8.1.	Assessment of the effectiveness of the Directive regarding the reduction of CO ₂ emissions from passenger cars	<ul style="list-style-type: none"> Development of the average CO₂ emissions (fuel consumption) of new passenger cars from the year 2002 to 2003: <ul style="list-style-type: none"> 166,1 g/km à 165,5 g/km (6,74 l/100km à 6,69 l/100km). Due to the late national implementation, the effectiveness of the Directive can not be assessed yet.
8.2.	Assessment of the effectiveness of the Directive regarding informing and influencing consumers	
8.2.1	Assessment methods (e.g. surveys, studies, ...)	<ul style="list-style-type: none"> Survey on new car purchase: <ul style="list-style-type: none"> Interview of 304 new car buyers and 20 dealers in 2003.
8.2.1.1	Consumer awareness and understanding of fuel economy issues	<ul style="list-style-type: none"> Fuel economy and environmental impact no major factor in vehicle purchase decisions. Consumers not well aware of fuel economy and environmental issues.
8.2.1.2	Major factors in vehicle purchase decisions	<ul style="list-style-type: none"> Foremost factors influencing consumers decision: <ul style="list-style-type: none"> Besides design, fuel consumption ranks 1st (76%), followed by cost/prize, fuel type, manufacturers image and engine power. Fuel consumption is especially important for diesel car buyers (82%; petrol: 64%). The data show, that fuel consumption is mostly only important because of the cost, but not to environmental issues. This is also confirmed by the dealers.
8.2.1.3	Information sources for fuel economy issues	<ul style="list-style-type: none"> Most important information sources: dealerships, recommendation by family and friends, sales brochures and car magazines.
8.2.1.4	Effectiveness of the Directive provisions	<ul style="list-style-type: none"> Awareness as regards label, poster, guide and database is quite low: <ul style="list-style-type: none"> Mandatory label: 25%, optional label: 9%, poster: 19%, guide: 9%, database: 7%. Effectiveness of information tools: <ul style="list-style-type: none"> 57% regard the information tools as very informative and useful (private consumers: 64%, commercial consumers: 51%). 45% think that the Directive's provision may have a positive influence on vehicle purchase decision. The problem is that the information tools are not available at all dealerships yet and consumers are not aware of this tools.
8.2.1.5	Comparison of vehicle models, energy efficiency rating	<ul style="list-style-type: none"> Most consumers prefer the optional label with an energy efficiency rating system (A-G). More user friendly and immediately informative in comparative terms.
9	Extension to other media	<ul style="list-style-type: none"> Guide also available on the IDAE website www.idae.es/coches/index.asp, download version and database with different comparative terms. Available since June 2002. Update every 6 months.

10	Overall assessment and improvements	
10.1	Overall assessment	<ul style="list-style-type: none"> • Due to the late national implementation, the compliance with the provisions of the Directive is generally not satisfactory yet. • Awareness of dealers on the Directive's provision is very low. • Awareness of consumers on energy efficiency labelling of cars as well as fuel economy and environmental issues is quite low. • Fuel consumption mostly only important because of the cost, but not to environmental issues. • Most consumers prefer the optional label with an energy efficiency rating system (A-G). More user friendly and immediately informative in comparative terms.
10.2	Improvements	<ul style="list-style-type: none"> • Introduction of a mandatory label with an energy efficiency rating system (A-G) as already existing e.g. for white goods. More user friendly and immediately informative in comparative terms. • EU-wide harmonised provisions for content and design of the tools in line with the EU-Market requirements. • Increase of consumers awareness of fuel economy and environmental impacts of fuels as well as of available information tools at the dealerships. • Sensitisation of dealerships regarding the importance of the Directive's provisions and involvement of the complete automobile sector. • Due to the high cost for the production of the guide and the low up-to-date-ness, it should be considered to replace it by a download version.

Annex 2: Summary Report – Part 14: Sweden

0	Implementation	
0.1	Implementation of Directive 1999/94/EC	Riktlinjer för information om nya personbilers bränsleförbrukning, koldioxidutsläpp (CO ₂) och miljöklass (KOVFS 2002:2) (Decree regarding the information on fuel consumption, CO ₂ emissions and environmental class of new passenger cars) Date of entry into force: 19.04.2002
0.2	Implementation of Directive 2003/73/EC (amendment of annex III to Directive 1999/94/EC)	Yes. KOVFS 2004:07 Konsumentverkets allmänna råd om ändring i riktlinjerna (KOVFS 2002:2) för information om nya personbilers bränsleförbrukning, koldioxidutsläpp (CO ₂) och miljöklass (Change in the decree KOVFS 2002:2 regarding the information on fuel consumption, CO ₂ emissions and environmental class of new passenger cars) Date of entry into force: 24.07.2004
0.3	Implementation of Commission Recommendation 2003/217/EC (application to other media)	Partly, same requirements also for other media, except TV and radio promotion.
0.4	Member state report according to 2001/667/EC	Yes.
1	Institution and contact person in charge	
1.1	Institution	Konsumentverket KO (Swedish Consumer Agency) Rosenlundsgatan 9, 118 87 Stockholm, Sweden
1.2	Contact person	Mr. Magnus Karpe - Senior Administrative Officer Tel.: ++46-8-429-0500 Fax: ++46-8-429-8900 E-Mail: magnus.karpe@konsumentverket.se
2	Structure of passenger car market	
2.1	Registration figures	<ul style="list-style-type: none"> New cars: no information available. Approx. 50-60% private consumers, 40-50% commercial consumers
2.2	Dealer network	<ul style="list-style-type: none"> Dealerships: 4.292 (1999)
3	Economic policies, governmental regulations or market arrangements in relation to passenger cars and fuel consumption	<ul style="list-style-type: none"> Motor tax: Motor tax system based on the vehicle weight, payable yearly. Motor tax for diesel cars higher than for petrol cars. Passenger cars which meet the national environmental class for electric or hybrid cars are tax-free for the first 5 years. Fuel taxation: Different tax rates for petrol and diesel, lower fuel tax for diesel. Alternative fuels (e.g. natural gas, bio gas) are tax-free. CO₂ tax: Identical tax rate for all fuel types. Since January 2001 "green tax postponement" for more importance of the CO₂ tax in comparison to the fuel tax. But, sum of CO₂ tax and fuel tax remains unchanged, CO₂ tax is increased in the same way as fuel tax is decreased. Since 2000 reduced taxation of the money-worth advantage in case of environmentally friendly company cars.
4	Parallel or previous initiatives regarding the awareness of vehicle fuel economy issues	<ul style="list-style-type: none"> KOVFS 1977:2: First Decree regarding the information on fuel consumption of new passenger cars: label with fuel consumption data, fuel type and fuel cost for a driving distance of 15.000 km, poster in the showroom with same information for all available vehicle models, same information in promotion literature and owners manuals. KOVFS 1979:11 (revision): Modified information text and reference to the new brochure "Bränsleförbrukning personbilar" (Fuel consumption of passenger cars) issued by Konsumentverket. KOVFS 1988:1 (revision): Brochure "Bränsleförbrukning personbilar" must be displayed at the dealerships, more severe provisions on promotion literature and other media. KOVFS 1996:12 (revision): Inclusion of CO₂ emissions and environmental class on label and poster, new brochure "Bränsleförbrukning, koldioxid och miljöklassing" (Fuel consumption, CO₂ emissions and environmental class), more severe provisions on printed media but provisions on TV and radio promotion were deleted. KOVFS 2002:2 (revision): implementation of Directive 1999/94/EC, no significant changes.

5	National implementation	
5.1	Responsibilities	<ul style="list-style-type: none"> Label and Poster: Label and poster are made available by automobile manufacturers and importers. Guide: Concept, production and distribution by Konsumentverket in co-operation with Naturvårdsverket (Swedish Environment Agency) and Vägverket (Swedish Traffic Agency).
5.2	Cost	<ul style="list-style-type: none"> Cost for production and distribution of label and poster are borne by automobile manufacturers and importers, cost for the guide by Konsumentverket. Approx. 140.000 copies of the guide per annum. Cost not mentioned.
6	Format of the information tools	
6.1	Label	<ul style="list-style-type: none"> Min. requirements of Directive fulfilled. Information about official CO₂ emission (g/km) and fuel consumption (l/100 km) data. No classification system, fuel efficiency rating system or comparison with other models. No information about fuel cost, noise data. Additional data or information: National environmental class (miljöklass): Classification of CO, HC, NO_x and particle emissions as environmental index, 4 classes: M electric, M hybrid, M2000 (corresponding to Euro3), M2005 (corresponding to Euro4). Modifications not planned at present.
6.2	Guide	<ul style="list-style-type: none"> Min. requirements of Directive fulfilled. Only one version available. List of all vehicle models grouped by make, miljöklass (see item 6.1. Label) and by model/size, separate list for each fuel type. Information about official CO₂ emission (g/km) and fuel consumption (l/100 km) data. No classification system, fuel efficiency rating system or comparison with other models. No information about fuel cost, noise data. Additional data or information: Miljöklass, car tax, some technical data, recommended consumer price, warranty information. List of the 24 most fuel efficient petrol models and the 20 most fuel efficient diesel models, list of available vehicle models with alternative engines (e.g. CNG, LPG, hybrid). Annual update. Guide also available on the website www.konsumentverket.se, download version and database with different comparative terms. Modifications not planned at present.
6.3	Poster	<ul style="list-style-type: none"> Min. requirements of Directive fulfilled. Additional data or information: Miljöklass (see item 6.1. Label). Update every 6 months. Modifications not planned at present.
6.4	Promotional literature	<ul style="list-style-type: none"> Min. requirements of Directive fulfilled. Additional data or information: National environmental class (see item 6.1. Label). Same requirement also for owners manuals, instruction videos, but not for TV and radio promotion. Modifications not planned at present.
7	Assessment of the compliance of the Directive's Provisions	
7.1	Assessment methods (e.g. surveys, studies, ...)	<ul style="list-style-type: none"> Inspection of 100 dealerships with 940 new passenger cars in 14 communities by the consumer protection organisation (1998). Inspection of 26 dealerships in 6 communities by Konsumentverket in co-operation with the consumer protection organisation (autumn 2003).
7.2	Label	<ul style="list-style-type: none"> Compliance with the provisions of the Directive is generally considered satisfactory: Content and format 58%, display 73% (2003).
7.3	Guide	<ul style="list-style-type: none"> Very good compliance with relevant provisions of the Directive. Format DIN A5, 52 pages. Guide also available on the website www.konsumentverket.se, download version and database with different comparative terms. Free guides available at 66% of the inspected dealerships, 39% have the guide displayed (2003).
7.4	Poster	<ul style="list-style-type: none"> Compliance with the provisions of the Directive is generally considered satisfactory: Content: 50%, display 65%. Some posters (15%) do not include all models, were updated more than 6 months ago (31%) or are not displayed at a prominent position (42%) (2003).

7.5	Promotion literature	<ul style="list-style-type: none"> Compliance with the provisions of the Directive is generally considered good. In single cases, no information about fuel consumption and CO₂ emissions especially at promotion posters outside the showrooms (e.g. at the street).
7.6	Penalty system	<ul style="list-style-type: none"> Task is the voluntary fulfilment of the legislation by business sectors. In insignificant cases, the Consumer Ombudsman may prohibit actions and determine a fine. Fine approx. 100.000 SEK (11.000 EURO) for small enterprises and 200.000 SEK (22.000 EURO) for big enterprises. In 1981 penalties of 100.000 SEK each have been issued to Svenska Renault AB and Ford Company AB.
8	Assessment of the effectiveness of the Directive's Provisions	
8.1.	Assessment of the effectiveness of the Directive regarding the reduction of CO ₂ emissions from passenger cars	<ul style="list-style-type: none"> No assessments were carried out.
8.2.	Assessment of the effectiveness of the Directive regarding informing and influencing consumers	
8.2.1	Assessment methods (e.g. surveys, studies, ...)	<ul style="list-style-type: none"> Effectiveness of the single provisions were not assessed. Anecdotal feedback from consumer protection organisations and "Motormännens riksförbund". "Information som styrinstrument - Bränsle- och miljödeklaration för nya personbilar", 1997-1998: Study on the regulations regarding the information on fuel consumption, CO₂ emissions and environmental class of new passenger cars by Konsumentverket. Feedback from dealers within the inspection of 26 dealerships in 6 communities by Konsumentverket in co-operation with the consumer protection head office (autumn 2003).
8.2.1.1	Consumer awareness and understanding of fuel economy issues	<ul style="list-style-type: none"> Partly, consumers are aware of fuel economy and environmental issues. But, fuel economy and environmental impact only one factor among others in vehicle purchase decisions.
8.2.1.2	Major factors in vehicle purchase decisions	<ul style="list-style-type: none"> Foremost factors influencing consumers decision are cars safety qualities, reliability and cost/price followed by space, suitability, fuel economy, comfort and road characteristics. Fuel consumption is one factor among others, but not the decisive factor in vehicle purchase decisions. Fuel consumption mostly important because of the cost, but not to environmental issues. Private consumers pay more attention to the fuel consumption than company car drivers.
8.2.1.3	Information sources for fuel economy issues	<ul style="list-style-type: none"> Most important information sources are tests in car magazines and other media, vehicle brochures and corresponding websites, recommendation of other drivers. Members often contact the Swedish automobile club "Motormännens riksförbund" for information.
8.2.1.4	Effectiveness of the Directive provisions	<ul style="list-style-type: none"> Directive provisions are generally considered as informative and helpful for the consumers by consumer protection organisations and "Motormännens riksförbund". Effectiveness of the single provisions was not assessed. Label is considered as the most well known, informative and effective information tool, poster and especially the guide are less known and considered as ineffective.
8.2.1.5	Comparison of vehicle models, energy efficiency rating	<ul style="list-style-type: none"> No information available.
9	Extension to other media	<ul style="list-style-type: none"> Guide also available on the website www.konsumentverket.se, download version and database with different comparative terms. Annual update.
10	Overall assessment and improvements	
10.1	Overall assessment	<ul style="list-style-type: none"> Compliance with the provisions of the Directive is generally considered satisfactory. But content of label and poster as well as the display of all tools have to be improved. Fuel economy and environmental impact are only one factor among others in vehicle purchase decisions. Foremost factor influencing consumers decision are cars safety qualities, reliability and cost/price. Fuel consumption mostly important because of the cost, but not to environmental issues.
10.2	Improvements	<ul style="list-style-type: none"> Increase of consumers awareness of fuel economy and environmental impacts of fuels. Sensitisation of dealerships to meet the Directives provision. "Motormännens riksförbund" would prefer the introduction of an new driving test cycle for fuel consumption measurement, which pays attention to technical solutions influencing the fuel consumption.

Annex 2: Summary Report – Part 15: United Kingdom

0	Implementation	
0.1	Implementation of Directive 1999/94/EC	Statutory Instrument 2001 No. 3523 - The Passenger Car (Fuel Consumption and CO ₂ Emissions Information) Regulation 2001 Date of entry into force: 21.11.2001
0.2	Implementation of Directive 2003/73/EC (amendment of annex III to Directive 1999/94/EC)	Statutory Instrument 2004 No. 1661 - The Passenger Car (Fuel Consumption and CO ₂ Emissions Information) (Amendment) Regulation 2004 Date of entry into force: 24.07.2004
0.3	Implementation of Commission Recommendation 2003/217/EC (application to other media)	No.
0.4	Member state report according to 2001/667/EC	Yes.
1	Institution and contact person in charge	
1.1	Institution	Department for Transport (DfT), Transport Environment and Taxation Division 4/17 Great Minister House - 76 Marsham Street - London SW 1P 4DR - United Kingdom
1.2	Contact person	Matthew Hammond, Policy Advisor on Greener Motoring Tel.: ++44-20-7944-4378 Fax: ++44-20-7944-2605 E-Mail: matthew.hammond@dft.gsi.gov.uk Stephen McFarlane, Policy Advisor on Vehicle Environmental Standards Tel.: ++44-20-7944-2087 Fax: ++44-20-7944-2605 E-mail: stephen.mcfarlane@dft.gsi.gov.uk
2	Structure of passenger car market	
2.1	Registration figures	<ul style="list-style-type: none"> New cars: approx. 2,5 Mio. units Approx. 54,5% private consumers, 42,5% commercial consumers
2.2	Dealer network	<ul style="list-style-type: none"> Dealerships: 5.956 86% single-franchise dealerships, 14% multi-franchise dealerships
3	Economic policies, governmental regulations or market arrangements in relation to passenger cars and fuel consumption	<ul style="list-style-type: none"> Graduated vehicle excise duty (VED) for passenger cars registered since 01.03.2001: Duty system based on CO₂ emissions (g/km), payable yearly or half-yearly. 6 CO₂ emission bands identical for all fuel types. Yearly duty for diesel cars: 75-165 Pound (112,50-247,50 EURO), yearly duty for petrol cars: 65-160 Pound (97,50-240 EURO), yearly duty for alternative fuel cars: 55-155 Pound (82,50-232,50 EURO). Company car tax for company cars registered since 01.04.2002: Same principle applies as for VED, but with a larger number of bands and a diesel supplement of up to 3%. Fuel taxation: Different tax rates for petrol and diesel. Fuel tax reduction for alternative fuels, biodiesel/bioethanol: 20p/l (30 cent/l), LPG/NG: 34 p/l (51 cent/l).
4	Parallel or previous initiatives regarding the awareness of vehicle fuel economy issues	<ul style="list-style-type: none"> "Energy Saving Trust's Transport Energy PowerShift programme": The PowerShift programme was launched in 1996 with the aim of "kick-starting" the market for clean fuel vehicles (CFVs), e.g. CNG/LPG cars and electric (incl. hybrid) cars. Due to a national regulation, passenger cars had to be labelled with their official fuel consumption data since 1977 and since 1978 the government has produced a fuel economy guide. Initiative without significant impact, demand for guide very low, only 30.000 copies normally printed.
5	National implementation	
5.1	Responsibilities	<ul style="list-style-type: none"> Label, poster: Concept of label by the Government in co-operation with the Society for Motor Manufacturers and Traders (SMMT). Label and poster are made available by automobile manufacturers and importers. Guide: Concept and production by the Government.
5.2	Cost	<ul style="list-style-type: none"> Cost for production and distribution of label and poster are borne by automobile manufacturers and importers, cost for the guide by the Government. 325.000 copies of the guide in 2003. Estimated annual cost (Regulatory Impact Assessment RIA study): Label: 24.000 Pound (36.000 EURO) per manufacturer, poster: 12.200 Pound (18.300 EURO) per manufacturer, guide: 276.000 Pound (414.000 EURO). Total cost for UK Government, industry and Business of producing and distributing labels, posters, guides and promotion literature: 1.832.600 Pound (2.748.900 EURO). Cost reduction possible by removing the necessity of the printed version of the guide.

6	Format of the information tools	
6.1	Label	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Information about official CO₂ emission (g/km) and fuel consumption (l/100 km) and fuel reach (miles/gallon) data. • No classification system, fuel efficiency rating system or comparison with other models. • No information about fuel cost, noise data, emission standard or environmental index/class. • No additional data or information (e.g. tax). • New label adopted in Feb. 2005 and introduced by Sept. 2005: Developed in partnership by industry, NGOs and Government through LowCVP. 6 energy efficiency classes (A-F) based on the CO₂ emission (g/km) and directly linked to the 6 VED bands: "A": CO₂ emission: • 100 g/km "B": CO₂ emission: 101-120 g/km "C": CO₂ emission: 121-150 g/km "D": CO₂ emission: 151-165 g/km "E": CO₂ emission: 166-185 g/km "F": CO₂ emission: • 186 g/km Identical rating system for all cars, no classification in car segments and identical CO₂ emission bands for all fuel types. Additional data or information: VED; fuel cost for a driving distance of 12.000 miles, estimated fuel price per litre: petrol 76 p (1,10 EURO), diesel 78 p (1,13 EURO), LPG 38p (0,55 EURO).
6.2	Guide	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Only one version available. • List of all vehicle models grouped by make and by model/size, separate list or Euro3 and Euro 4 emission standard (part A and part B). • Information about official CO₂ emission (g/km) and fuel consumption (l/100 km) and fuel reach (miles/gallon) data. • No classification system, fuel efficiency rating system or comparison with other models. • Additional data or information: Fuel cost for a driving distance of 6.000 miles, noise and toxic emission data from type approval. • Annual update. • Guide also available on the website www.vcacarfueldata.org.uk, download version and database with different comparative terms. • Modifications not planned at present.
6.3	Poster	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • No additional data or information. • Update every 6 months. • Modifications not planned at present.
6.4	Promotional literature	<ul style="list-style-type: none"> • Min. requirements of Directive fulfilled. • Modifications not planned at present.
7	Assessment of the compliance of the Directive's Provisions	
7.1	Assessment methods (e.g. surveys, studies, ...)	<ul style="list-style-type: none"> • No formal assessments were carried out.
7.2	Label	<ul style="list-style-type: none"> • Good compliance with the provisions of the Directive. • Some automobile manufacturers produce their own labels including additional information, e.g. safety information. • Not all dealerships display the label at their vehicles yet.
7.3	Guide	<ul style="list-style-type: none"> • Very good compliance with the provisions of the Directive. • Format DIN A5, 96 pages. • Available, free of charge at the dealerships, DfT and VCA (Vehicle Certification Agency). Guide also available on the website www.vcacarfueldata.org.uk, download version and database with different comparative terms.
7.4	Poster	<ul style="list-style-type: none"> • Compliance with the provisions of the Directive is generally considered satisfactory.
7.5	Promotion literature	<ul style="list-style-type: none"> • Compliance with the provisions of the Directive is generally considered satisfactory.
7.6	Penalty system	<ul style="list-style-type: none"> • Fines are possible. • Up to now, no penalties have been issued.
8	Assessment of the effectiveness of the Directive's Provisions	
8.1.	Assessment of the effectiveness of the Directive regarding the reduction of CO ₂ emissions from passenger cars	<ul style="list-style-type: none"> • No assessments were carried out.
8.2.	Assessment of the effectiveness of the Directive regarding informing and influencing consumers	

8.2.1	Assessment methods (e.g. surveys, studies, ...)	<ul style="list-style-type: none"> • "Vehicle Labelling for New Passenger Cars": Study on different schemes (7 sample labels) for presenting information to prospective cars purchasers on fuel economy, CO₂ emissions, regulated emissions and noise by Environmental Change Institute in co-operation with Transport Research Institute, Napier University, SMMT and Department of Environment, Transport and Regions. Views of consumers, who bought a new car in the last two years, were researched. 6 focus groups conducted in Oxford and Edinburgh, period: Nov.1999 -Feb.2000. Quantifying of the findings from the focus groups with interview by phone of 278 new car buyers in April 2000. • "Comparative Colour-Coded Labels for Passenger Cars" (MORI study) Market research in 3 distinct stages by MORI (Market and Opinion Research International Limited) commissioned by DfT. 1st stage: research on car buyers' purchase decisions; 6 focus groups conducted in Leeds, London and Brighton, period: Oct.-Nov. 2002. 2nd stage: quantifying of the findings of the focus groups with personal interviews of 5.763 adults (aged 17 and over) throughout UK, period: Feb.-March 2003. 3rd stage: in-showroom research to test labels in real-life situations, interview with sales staff of 5 dealerships in England and Scotland and with consumers visiting these showrooms.
8.2.1.1	Consumer awareness and understanding of fuel economy issues	<ul style="list-style-type: none"> • Fuel economy and environmental impact no major factor in vehicle purchase decisions. • Interest is growing slowly with greater awareness of climate change and CO₂ emission issues.
8.2.1.2	Major factors in vehicle purchase decisions	<ul style="list-style-type: none"> • Foremost factors influencing consumers decision: Cost, reliability, performance, practicality and safety. Fuel economy ranks 6th from 15th characteristics ("Vehicle Labelling for New Passenger Cars"). • Fuel consumption mostly only important because of the cost, but not to environmental issues. Same applies to the "VED".
8.2.1.3	Information sources for fuel economy issues	<ul style="list-style-type: none"> • Most important information sources: consumer guides and car magazines, dealerships, sales brochures, recommendation by family and friends.
8.2.1.4	Effectiveness of the Directive provisions	<ul style="list-style-type: none"> • Limited effective in individual cases perhaps, but no major effectiveness generally. • Effectiveness of information tools was not assessed in details. • Guide perhaps most useful and informative element because comparison with other models possible. Label thought to be very ineffective because it contains only numerical information without any meaning for consumers.
8.2.1.5	Comparison of vehicle models, energy efficiency rating	<ul style="list-style-type: none"> • Most consumers would prefer a labels with an energy efficiency rating system (A-G) as already existing e.g. for white goods. More user friendly and immediately informative in comparative terms.
9	Extension to other media	<ul style="list-style-type: none"> • Guide also available on the website www.vcacarfueldata.org.uk, download version and database with different comparative terms. Available since May 2000. Frequent update of database.
10	Overall assessment and improvements	
10.1	Overall assessment	<ul style="list-style-type: none"> • Compliance with the provisions of the Directive is generally considered good. • Limited effective in individual cases perhaps, but no major effectiveness generally. • Awareness of consumers on energy efficiency labelling of cars as well as fuel economy and environmental issues is slowly increasing. But, fuel consumption mostly only important because of the cost, but not to environmental issues. • Most consumers would prefer a labels with an energy efficiency rating system as already existing e.g. for white goods. More user friendly and immediately informative in comparative terms.
10.2	Improvements	<ul style="list-style-type: none"> • Introduction of a labels with an energy efficiency rating system as already existing e.g. for white goods, on an absolute basis covering all cars. More user friendly and immediately informative in comparative terms. Proposal see item 6.1. Label. • Since cost are of higher priority than environmental issues, fuel consumption and CO₂ emission should be expressed as fuel running cost on the label. • EU-wide harmonised provisions for content and design of the tools in line with the EU-Market requirements. • Development of new labelling system through voluntary agreement with automobile industry to enable faster progress.