



Summary results of public internet consultation re GHG policy on HDVs

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HDV stakeholder meeting 03 July 2012



Public internet consultation held from September to December 2011, titled "*Reducing CO₂ emissions from road vehicles*"

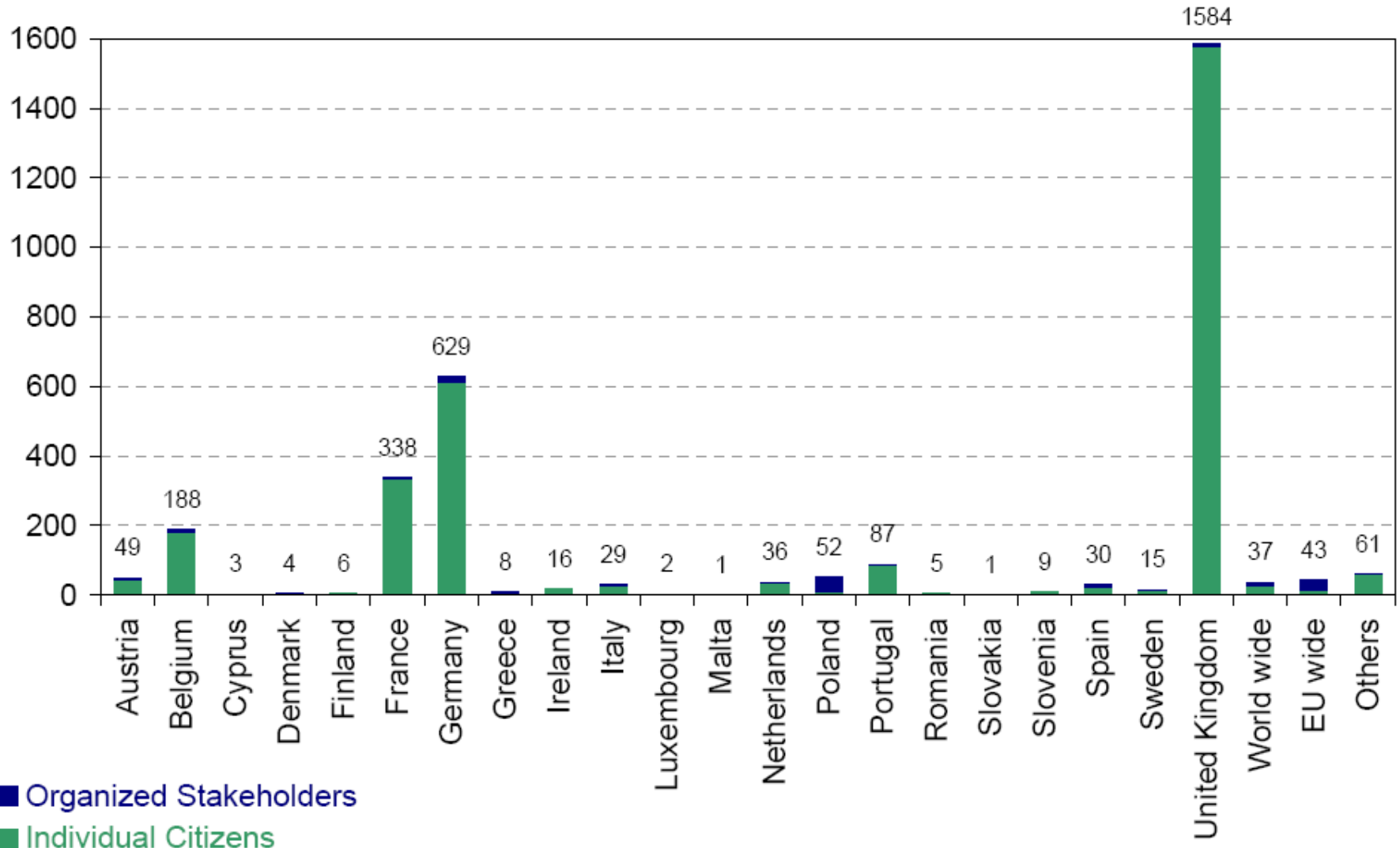
Total of 3233 responses submitted by online questionnaire

Of these 137 submitted by organised stakeholders

All results including summary available at:

http://ec.europa.eu/clima/consultations/0012/index_en.htm

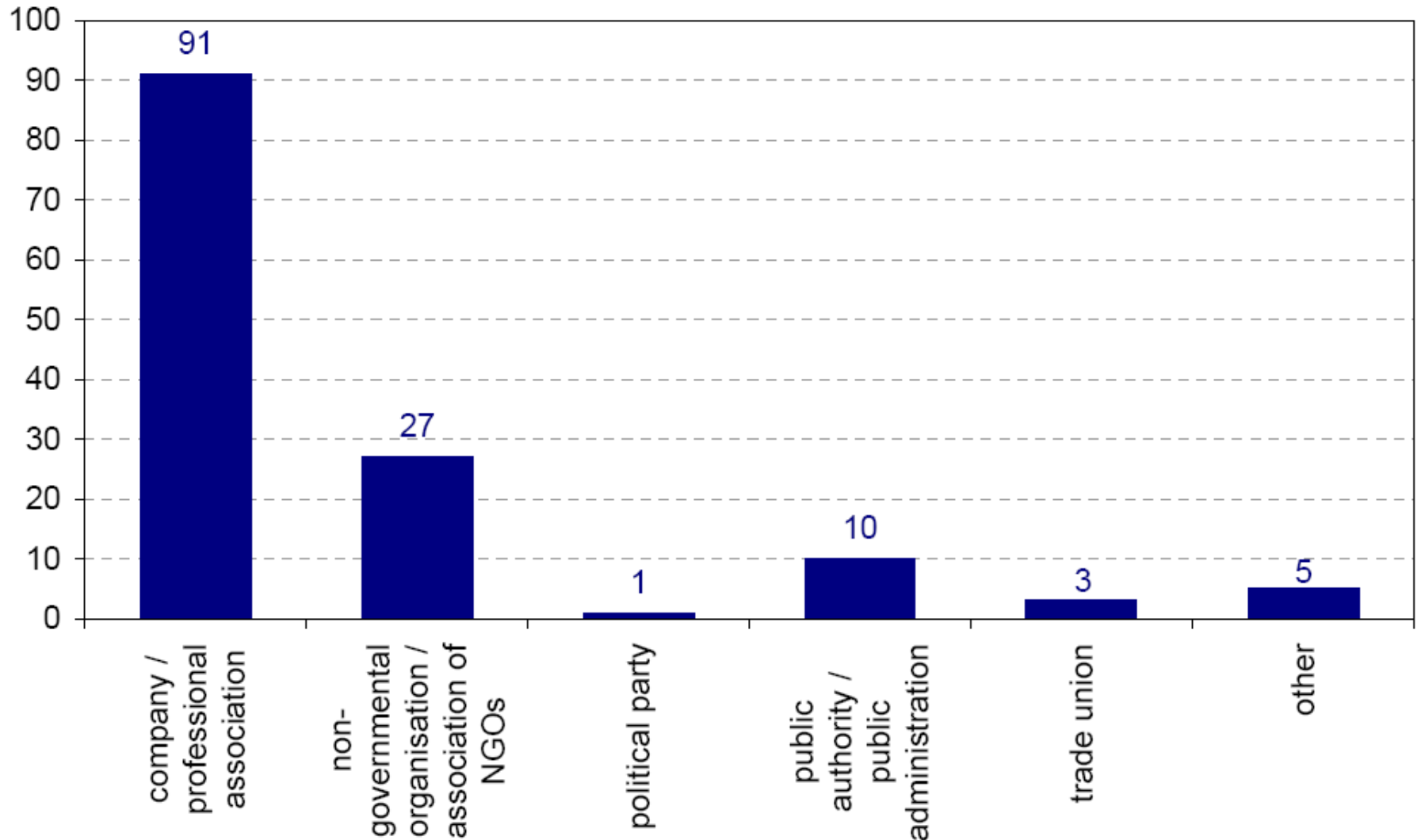
Participation



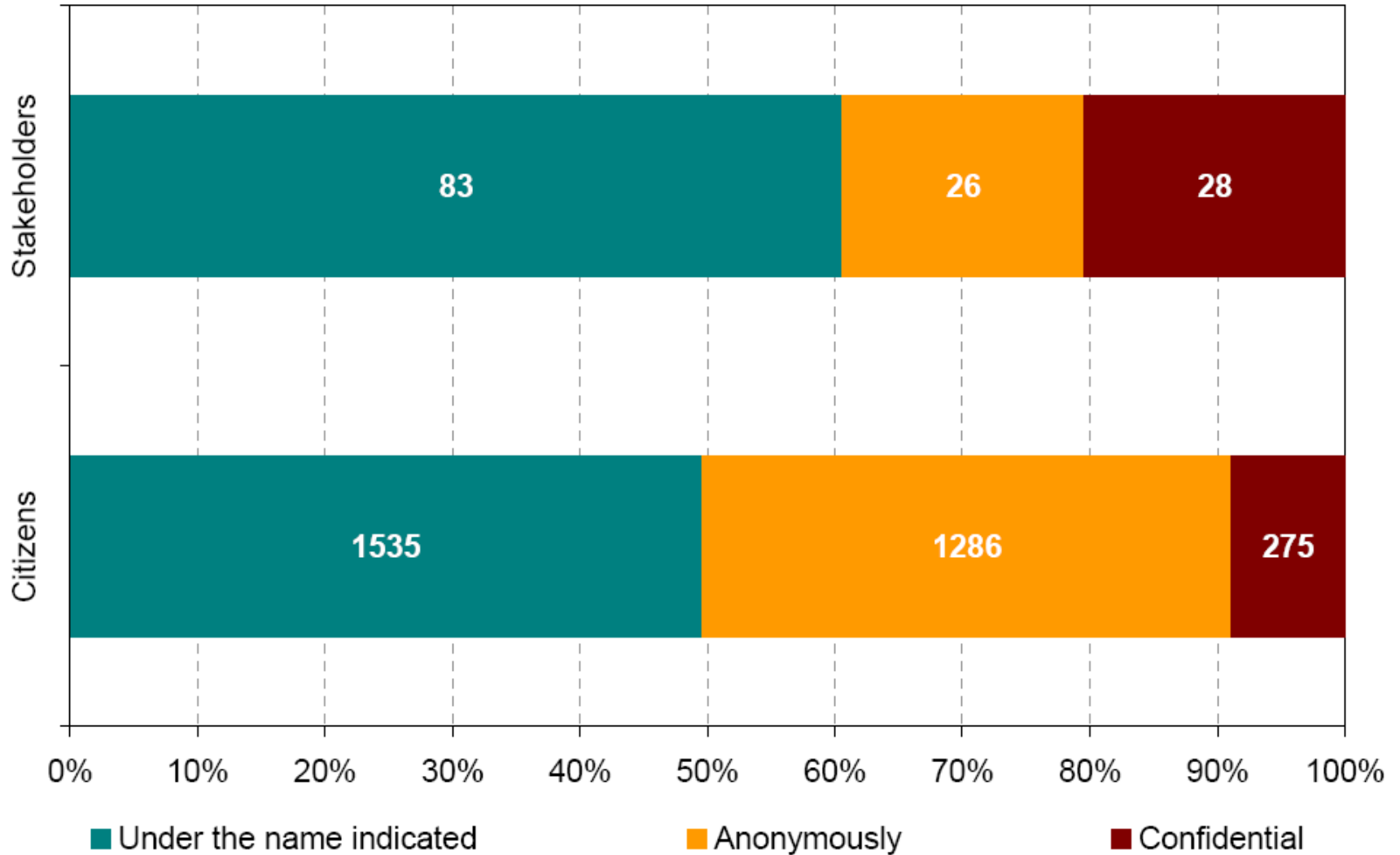
■ Organized Stakeholders

■ Individual Citizens

Organisation type



Confidentiality





Structure of consultation – HDV relevant sections in red

A – Information about respondents

B - EU policy on road vehicle GHG emissions

C – LDVs

D – HDVs

E – Future developments – beyond 2020



B.1 Setting greenhouse emission standards for road vehicles is an important aspect of EU action to reduce such emissions.

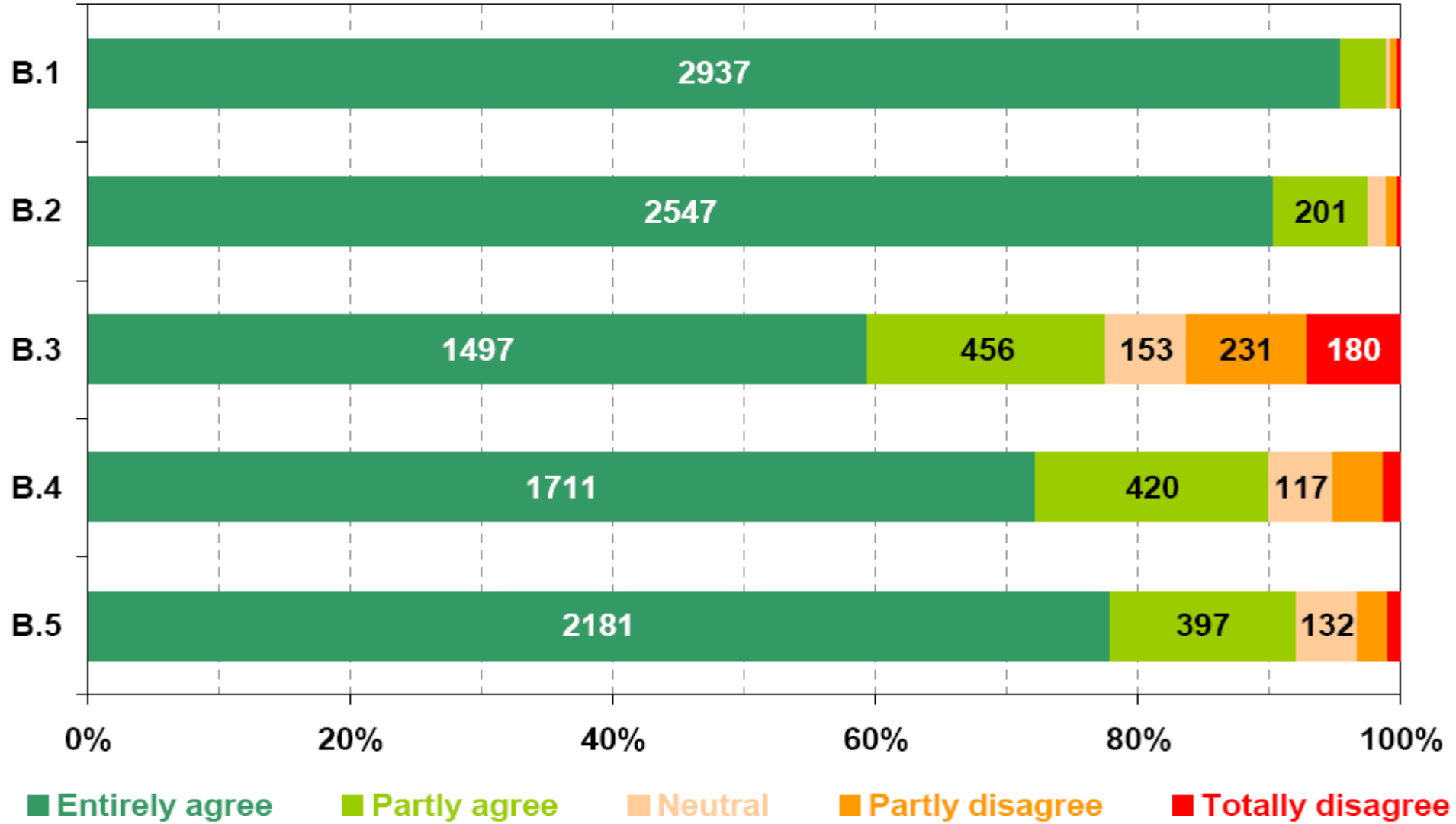
B.2 These standards should be in line with the greenhouse targets in the EU's roadmap to a low carbon economy and Transport White Paper.

B.3 Road vehicle greenhouse gas emissions standards should be set based on the average greenhouse gas emissions of new vehicles entering the vehicle fleet.

B.4 Standards for road vehicles should apply equally to different technologies used for powering road vehicles.

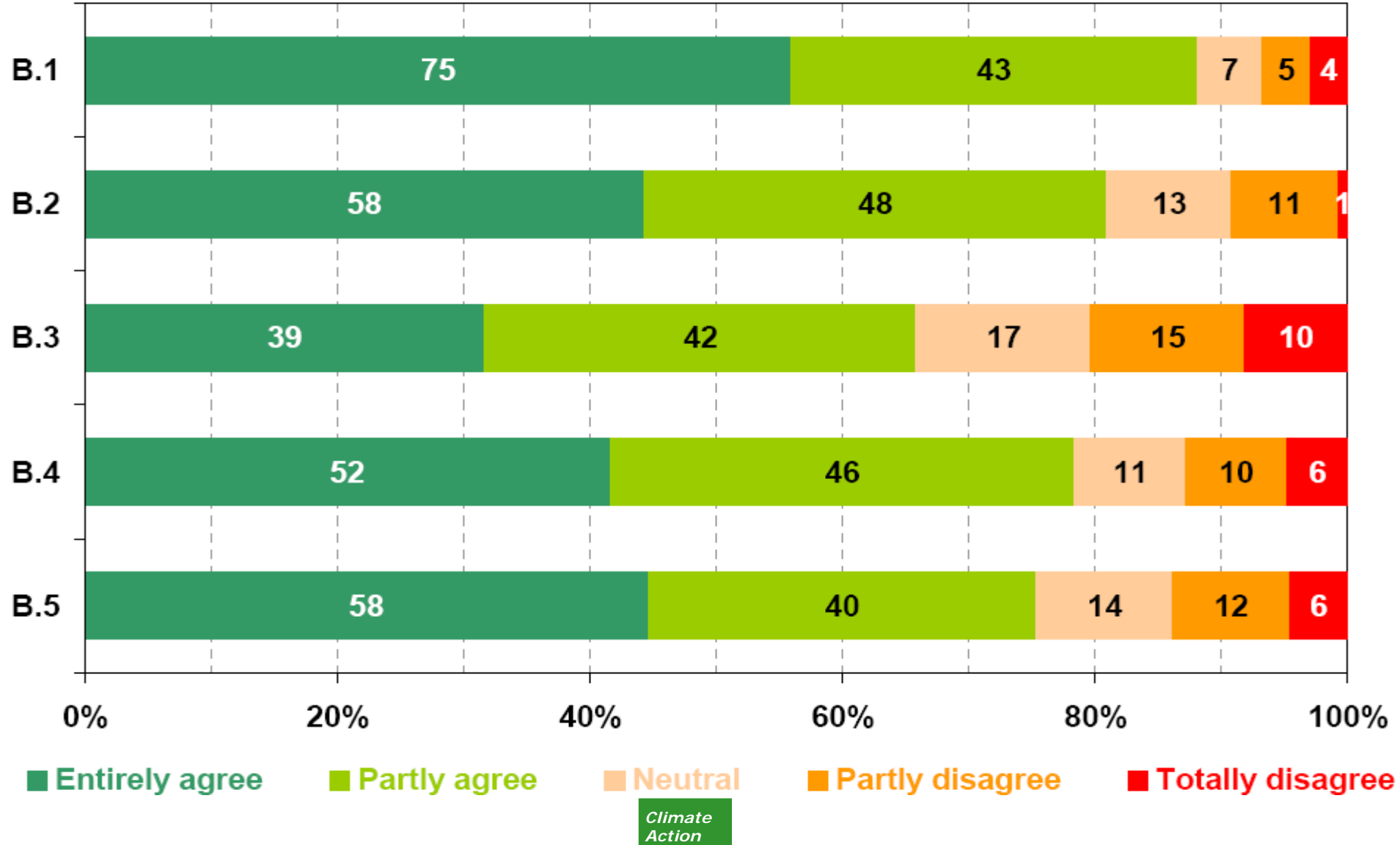
B.5 EU regulation of road-vehicle emissions stimulates innovation in the automotive sector and helps keep Europe's automotive industry competitive.

B – individual responses



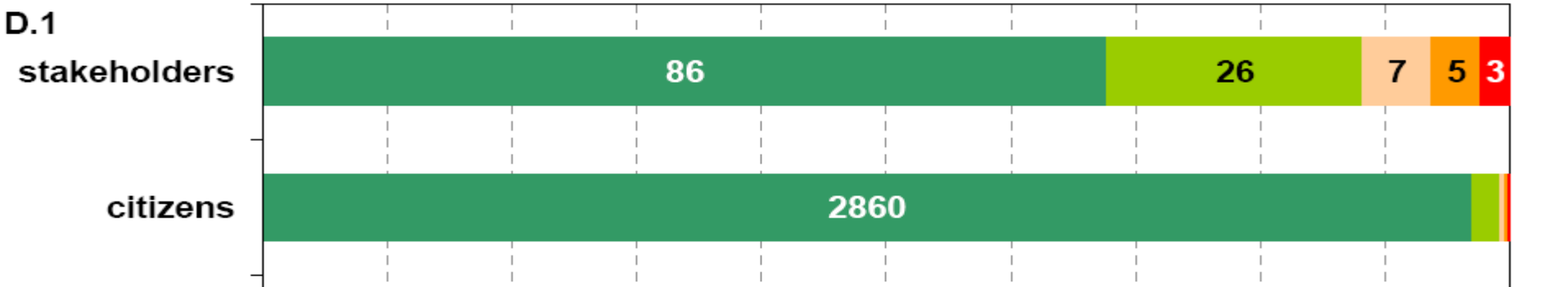


B – Organisation responses

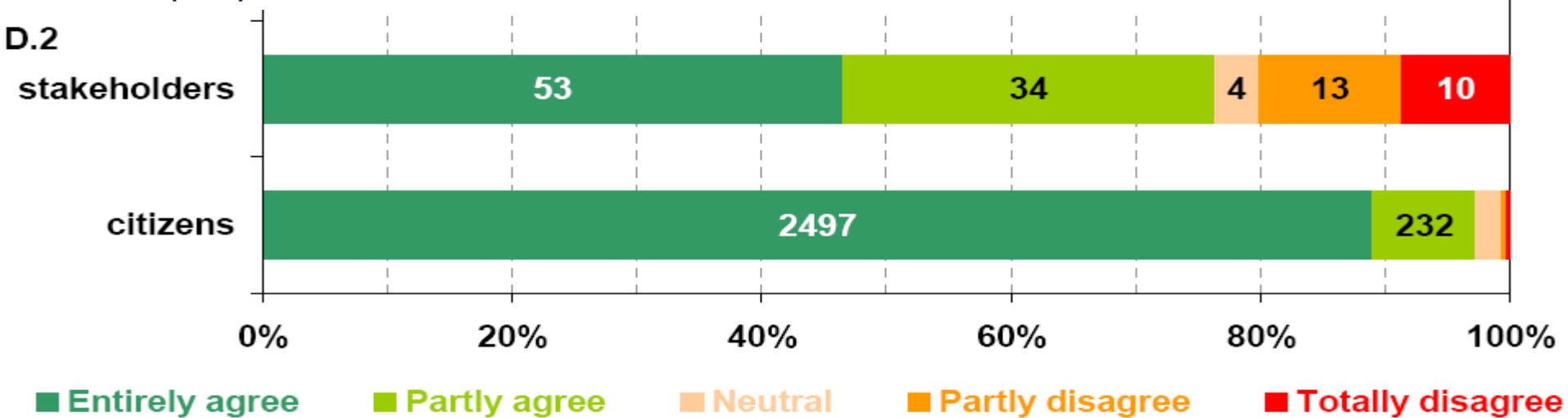




The EU should have a strategy for reducing HDV greenhouse gas emissions.



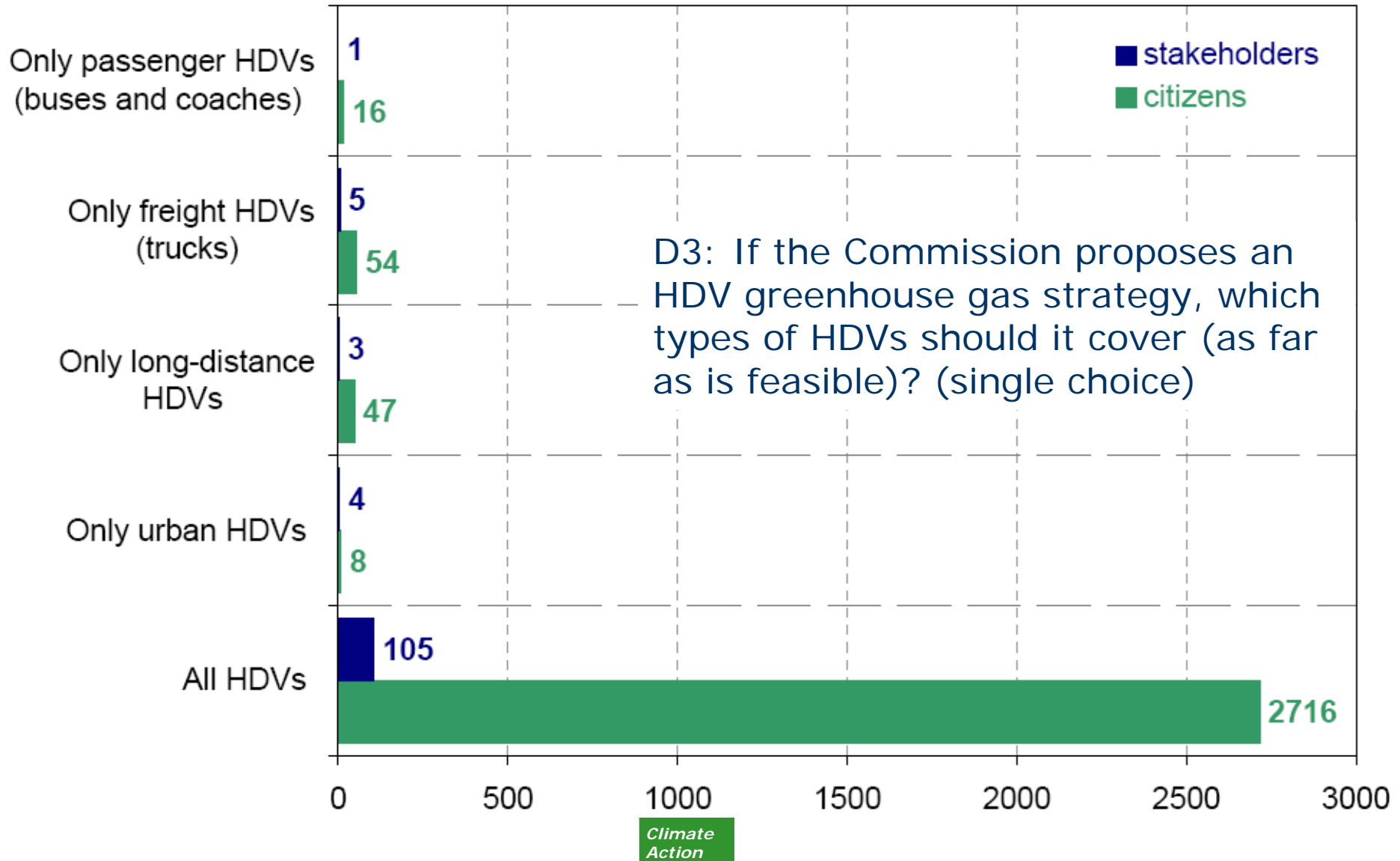
Additional regulation (as opposed to non-regulatory measures) is needed for this purpose.



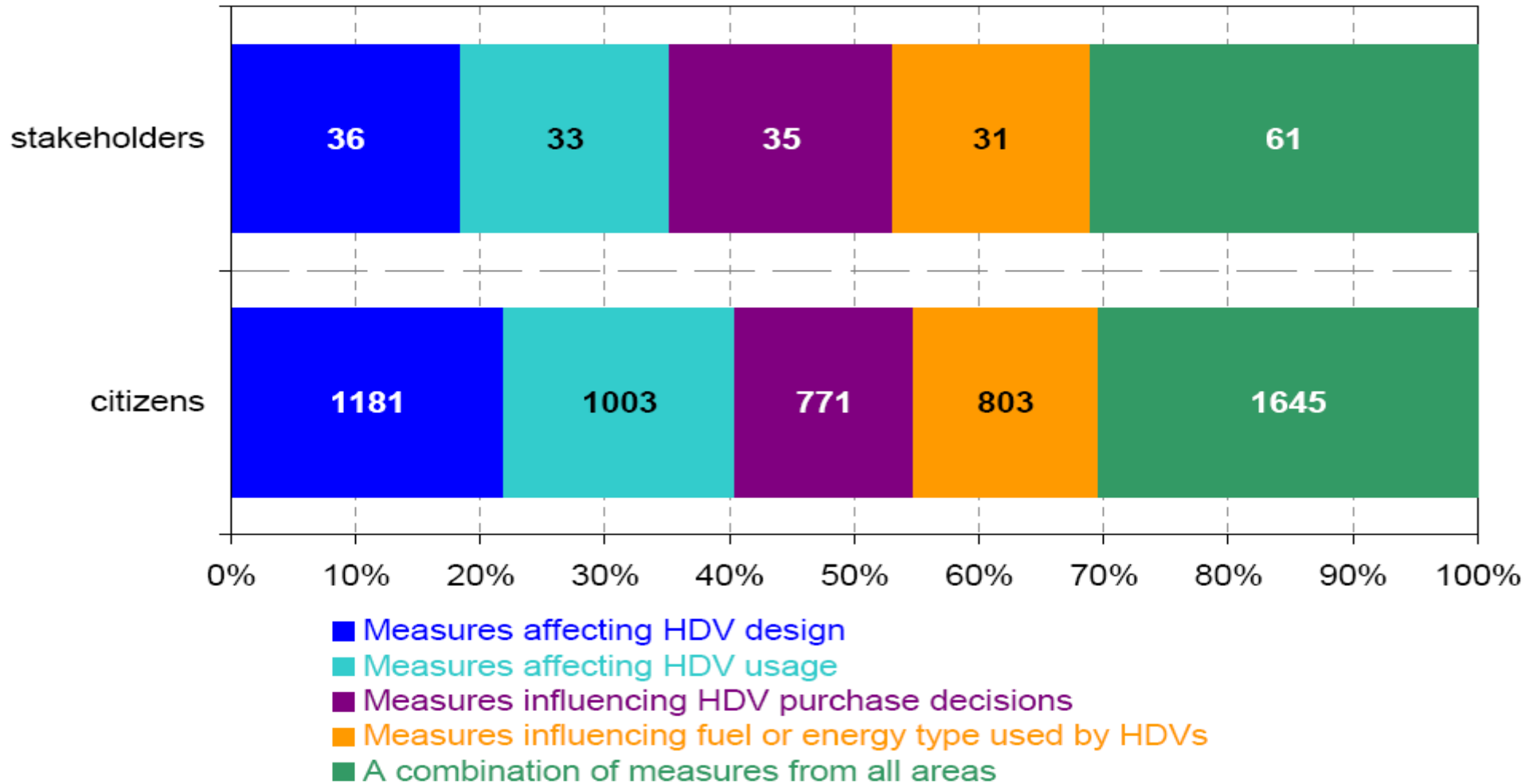
0% 20% 40% 60% 80% 100%

■ Entirely agree
 ■ Partly agree
 ■ Neutral
 ■ Partly disagree
 ■ Totally disagree

D – responses



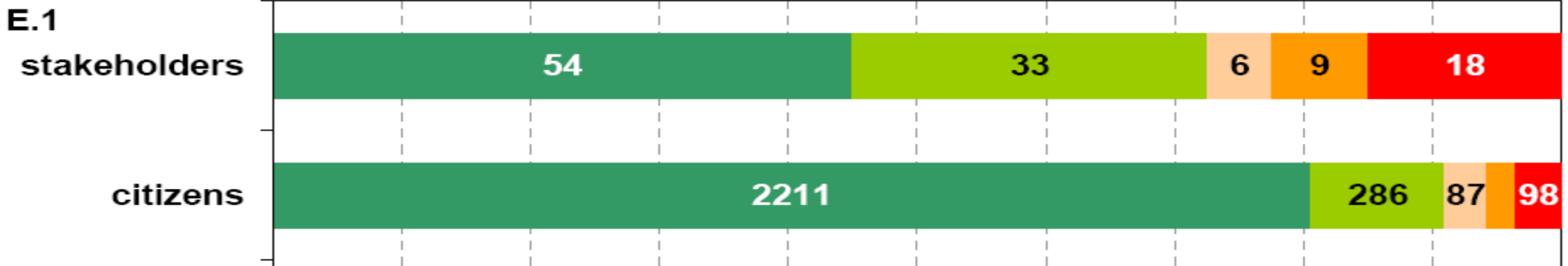
D – responses



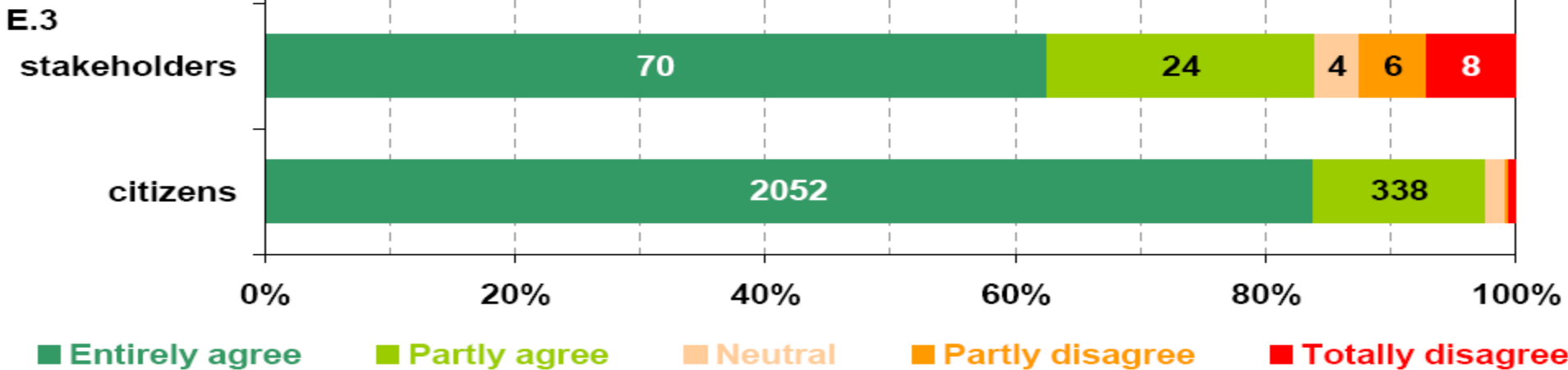
D4: What sort of measures should be considered for inclusion? (max 3 choices)



Road-vehicle emissions may be reduced by changes in other policies, such as taxation. Should targets for road vehicles continue to be set, regardless?

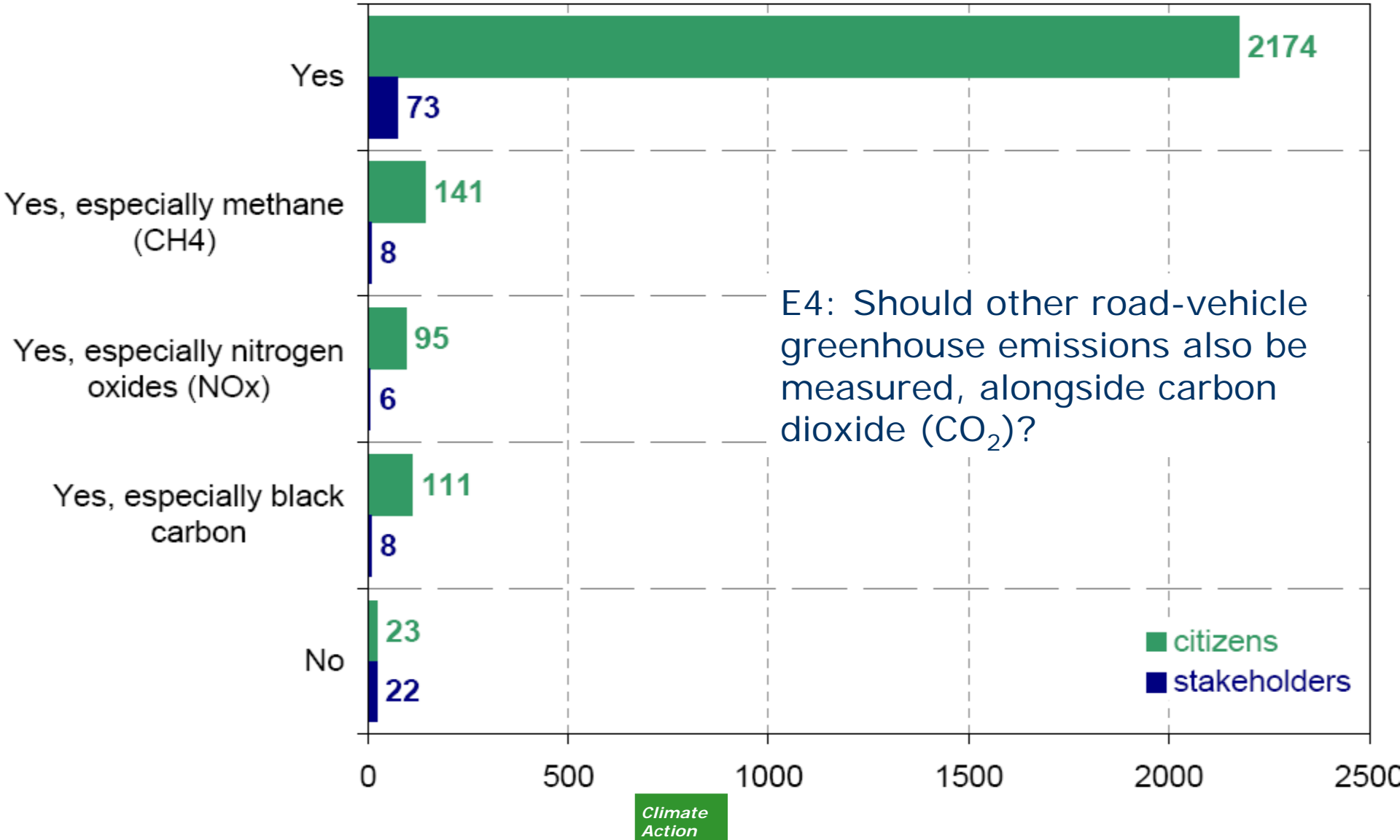


Should the approach to regulating road-vehicle emissions consider emissions from the whole energy lifecycle?



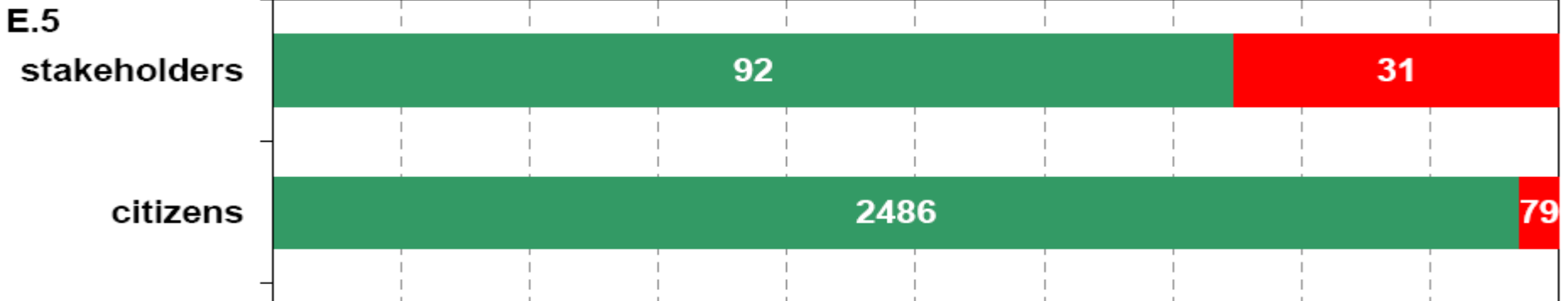
0% 20% 40% 60% 80% 100%

■ Entirely agree
■ Partly agree
■ Neutral
■ Partly disagree
■ Totally disagree

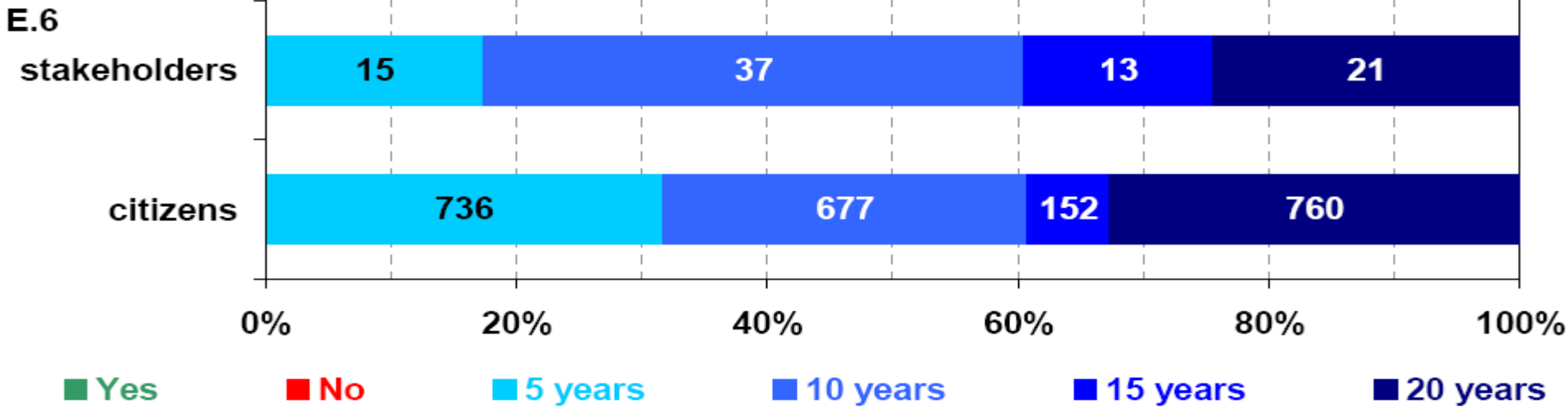




Should longer-term indicative targets (for after 2020) be set?



Please specify for what time period (following adoption of the related legislation)?





230 individuals' comments relating to HDVs

65% Policy to support freight shift to less GHG and energy intense forms eg rail and IWW

30% Reorganise transport and logistics

10% Taxes and charges

5% Regulate HDV emissions

4% Alternative fuels

2% More stringent checks and controls

2% Restrict HDV size

2% Carbon footprint goods

1% HDV 2025 GHG target



43 Organisations provided comments on HDVS

Suggested areas for focus:

- Comprehensive strategy to reduce emissions (13)
- Policies encouraging modal shift and promotion of public passenger transport (13)
- Support for R&D (11)
- Measures affecting purchasing decisions (11)
- Increased use of low GHG fuels (10)
- Appropriate measurement metrics e.g., per tonne-km or per passenger-km, m3-km (10)
- Measurement methodology (9)
- Specific legislation and targets needed (8)
- Buses and coaches to reduce transport emissions (8)
- Focus on measures which reduce fuel consumption (5)
- Energy Taxation Directive (3)
- Charge for external costs (2)
- Shorter supply chains (2)



Other comments:

- Market forces more effective than regulation (9)
- Transport companies internalise costs through excise, taxes or charges (2)

Other issues

- Taxation of freight transport
- Increasing fuel taxes
- Recyclability of HDVs
- Focus on classes which emit the most
- Labelling
- Regulate engine-only emissions
- Longer vehicles for transporting freight
- Banning the use of HDVs.



Overwhelming consensus that reducing CO₂ from road vehicles is a key aspect in the EU efforts to reduce GHG change.

Major theme was a desire for EU to continue reducing CO₂ emissions from road vehicles.

Lot of respondents (primarily individuals) felt binding legislation with ambitious targets was essential.

Some vehicle manufacturer representatives had concerns over setting new long-term targets.

A range of initiatives and policy areas highlighted as being important.

Some obstacles to reducing road vehicle CO₂ identified.