## LowCVP Stakeholder Survey 2007

## The 'Big Picture'

- 1. Which LowCVP stakeholder group are you a member of?
- Automotive industry
- **Fuel/Energy industry**
- Transport operator
- Public Sector
- C Research
- C NGO
- C Other

2. There should be a specific sectoral target for carbon emissions reductions from UK road transport by 2020.

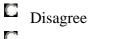
- **C** Strongly agree
- C Agree
- Don't know
- **D**isagree
- **C** Strongly disagree

3. The proposed 2012 targets (130g/km) for new European cars are too tough.

- **C** Strongly agree
- C Agree
- Don't know
- **D**isagree
- **C** Strongly disagree

4. The European Union should set a long-term target for new car emissions for 2020.

- **C** Strongly agree
- C Agree
- Don't know



Strongly disagree

5. Rank the following potential policies (1 to 10) in terms of your view of their <u>importance</u> (1 is most important) to reducing transport emissions.

- <sup>1</sup> Emissions trading scheme for road transport
- <sup>1</sup> Road user charging
- <sup>1</sup> Vehicle taxation graduated by CO2 emissions
- <sup>1</sup> Encouraging reduced car use through modal shift and car sharing
- 1 Regulatory targets for new car emissions
- Activities to promote eco-driving
- Improved freight distribution
- Public information campaigns to encourage low carbon vehicle purchases
- <u>Marketing/advertising protocols for vehicles</u>
  - Incentives for the introduction of low carbon fuels (e.g. biofuels)

6. In a global context, how is the UK doing in terms of its initiatives to cut carbon from road transport?

- Global leader
- European leader
- Average performer
- Laggard

1

Don't know

7. Rank the following stakeholder groups in terms of the contribution they have made to reducing road transport emissions in the UK. (Rank 1 to 7)

- 1 UK Government
- European Government
- 1 Motor industry
- <sup>1</sup> Fuels industry
- <sup>1</sup> Vehicle purchasers
- 1 Environmental groups
- <sup>1</sup> The media

8. The UK Dept for Transport currently gives sufficient priority to environmental and, specifically, low carbon transport issues

**C** Strongly agree

- C Agree
- Don't know
- Disagree
- **C** Strongly disagree

## **Issue Specific**

9. Biofuels make a net positive contribution to tackling climate change when all environmental impacts are taken into account

- **C** Strongly agree
- C Agree
- Don't know
- Disagree
- **Strongly disagree**

10. Should the UK support the EC proposal to raise the level of biofuels as a proportion of road transport fuels use to 10% by 2020?

- **C** Yes, definitely
- Yes but only with proposed sustainability guarantees
- Don't know
- No not without stronger sustainability guarantees
- Definitely not under any conditions

11. Road user charging, or other demand management schemes, should take account of CO2 in determining the cost of vehicle use?

- **C** Strongly agree
- C Agree
- Don't know
- Disagree
- **C** Strongly disagree

12. Road transport should be included within the EU Emissions Trading Scheme

**C** Strongly agree C Agree Don't know Disagree Strongly disagree

13. The Bus Service Operators' Grant (BSOG) should be replaced with a financial mechanism that offers more incentive for the uptake of low carbon buses

**C** Strongly agree 

Agree

Don't know

Disagree

**C** Strongly disagree

14. The £50m of new funding for low carbon road transport innovation announced in the Energy White Paper (published on May 23 -

http://www.dft.gov.uk/pgr/scienceresearch/technology/lctis/lowcarbontis) is a significant development:

**C** Strongly agree

 $\bigcirc$ Agree

Don't know

Disagree

**C** Strongly disagree

15. The content of car advertising should be more strictly regulated, to more actively inform and encourage the purchase of low carbon vehicles

 $\bigcirc$ Strongly agree

 $\bigcirc$ Agree

Don't know

Disagree

**C** Strongly disagree

16. Marketing of vehicles strongly influences consumer purchase choices.

**C** Strongly agree

C Agree

Don't know
Disagree
Strongly disagree

## LowCVP Specific

17. In order of priority (1 to 6), which of the following are the most important <u>activities for the LowCVP (1 is most important)?</u>

Brokering industry agreements to encourage the market for low carbon vehicles and fuels

Research to increase understanding of the low carbon vehicle market and technology

<sup>1</sup> Provide input to UK Government policy-making

<sup>1</sup> Provide input to European Government policy-making

Promoting low carbon vehicles and fuels to fleets and/or public

Providing timely and accurate information via website, newsletters and event activities

18. If the LowCVP was to implement a variable membership fee to increase its current range of activities ( $\pounds 250$  to  $\pounds 5,000$ ), would your organisation

**C** Readily pay?

1

- Reluctantly pay?
- Provide equivalent in-kind contribution?
- Don't know?
- Leave the Partnership?

Do you have any other comments regarding a variable membership fee?

	*
- 1 - 1	-

19. LowCVP should seek to influence the international policy environment (particularly in the EU) and accept members from other countries

- **C** Strongly agree
- C Agree
- Don't know

Disagree

- **C** Strongly disagree
- 20. Considering the available resources, is the Secretariat of the LowCVP
- C Very effective?
- Somewhat effective?
- Neither?
- Somewhat ineffective?
- **C** Very ineffective?