

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
- Research
- NGO
- Other

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

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

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

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

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

- Strongly agree
- Agree
- Don't know

- Disagree
- Strongly disagree

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

- Emissions trading scheme for road transport
- Road user charging
- Vehicle taxation graduated by CO2 emissions
- Encouraging reduced car use through modal shift and car sharing
- Regulatory targets for new car emissions
- Activities to promote eco-driving
- Improved freight distribution
- Public information campaigns to encourage low carbon vehicle purchases
- Marketing/advertising protocols for vehicles
- 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
- 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)

- UK Government
- European Government
- Motor industry
- Fuels industry
- Vehicle purchasers
- Environmental groups
- The media

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

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

Issue Specific

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

- Strongly agree
- 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?

- 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?

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

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

- Strongly agree
- 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

- Strongly agree
- Agree
- Don't know
- Disagree
- 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:

- Strongly agree
- Agree
- Don't know
- Disagree
- 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

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

16. Marketing of vehicles strongly influences consumer purchase choices.

- Strongly agree
- 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 activities for the LowCVP (1 is most important)?

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

Provide input to UK Government policy-making

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 (£250 to £5,000), would your organisation

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

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

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

- Strongly agree
- Agree
- Don't know

- Disagree
- Strongly disagree

20. Considering the available resources, is the Secretariat of the LowCVP

- Very effective?
- Somewhat effective?
- Neither?
- Somewhat ineffective?
- Very ineffective?