

FACT SHEET NO.: Cat -No.5 / Subcat No.5.3 PERFORMED BY: NEA/Panteia

A GENERAL INFORMATION		
A 1	Category	Efficiency standards & Flanking Measures
A 2	Subcategory	Standards - Environment
A 3	Transport policy measure (TPM)	Regulation International legislation: European directives: emission standards Euro I -VI
A 4	Description of TPM	The emission standards apply to all motor vehicles with a "technically permissible maximum laden mass" over 3,500 kg, equipped with compression ignition engines or positive ignition natural gas (NG) or LPG engines. [1] The regulations were originally introduced by the Directive 88/77/EEC followed by a number of amendments.[2] European emission standards Euro V, which came into force in 2008 and will be replaced by Euro VI in 2013, define the acceptable limits for exhaust emissions of new vehicles sold in EU member states, especially regarding emissions of carbon monoxide (CO), hydrocarbons (HC), nitrogen oxides (NOx), particulate matter (PM) and Smoke.
A 5	Implementation examples	Impact of Euro 5 in the Netherlands [a]; The Introduction of Euro 5 and Euro 6 Emissions Regulations for Light Passenger and Commercial Vehicles in Ireland [c]
A 6	Objectives of TPM	<ul style="list-style-type: none"> To set harmonised rules on the construction of motor vehicles To improve air quality by reducing pollutants emitted from the road transport sector
A 7	Key changes concerning:	
A 7.1	- Choice of transport mode / Multimodality:	At the national level, several Member States have adopted fiscal measures to promote the purchase of cars that emit less CO2, but a significant effect of these measures on the EU average CO2 emissions of new cars has not been demonstrated (in 2005).[3, p.5]
A 7.2	- Origin and/or destination of trip:	no evidence found for a direct impact
A 7.3	- Trip frequency:	no evidence found for a direct impact
A 7.4	- Choice of route:	no evidence found for a direct impact
A 7.5	- Timing (day, hour):	no evidence found for a direct impact
A 7.6	- Occupancy rate / Loading factor:	no evidence found for a direct impact
A 7.7	- Energy efficiency / Energy usage:	Increase of energy efficiency: this has been achieved by the promotion of fuel efficient cars via fiscal measures [3, p.5]
A 8	Main source	[3] Council Directive 88/77/EEC of 3 December 1987 on the approximation of the laws of the Member States relating to the measures to be taken against the emission of gaseous pollutants from diesel engines for use in vehicles; Online 15.01.2012: http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2007:0019:FIN:EN:PDF

B IMPACTS																																																		
B 1	OVERVIEW ON IMPACTS	<table border="1"> <thead> <tr> <th colspan="14">AFFECTED SEGMENTS</th> <th colspan="2">Geographical level</th> <th colspan="2">Source</th> </tr> <tr> <th colspan="5">Passengers</th> <th colspan="5">Transport operators</th> <th rowspan="2">Employees in transport</th> <th rowspan="2">Residents</th> <th rowspan="2">Economy</th> <th rowspan="2">Public bodies</th> <th rowspan="2">Society</th> <th rowspan="2">1st level</th> <th rowspan="2">2nd level</th> <th rowspan="2">Source of assessment</th> <th rowspan="2">Spatial level of source</th> </tr> <tr> <th>Road</th> <th>Rail</th> <th>Air</th> <th>Public transport</th> <th>Slow modes</th> <th>Road</th> <th>Rail</th> <th>IWW</th> <th>Air</th> <th>Maritime</th> <th>Public transport</th> </tr> </thead> </table>	AFFECTED SEGMENTS														Geographical level		Source		Passengers					Transport operators					Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source	Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport
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B 1.1	Overall tendency	<table border="1"> <tr> <td>↗</td><td></td><td></td><td></td><td></td><td>↗</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>↗</td><td></td><td></td><td></td><td></td> </tr> <tr> <td>I</td><td>N</td><td>S</td><td>I</td><td>N</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> </table> <p>Overall positive impact on passenger road transport and road transport operators, due to cleaner vehicles while prices increased less than inflation. [3, p.6]; the economy, namely the car and lorry manufacturing industry, benefits from developments in clean vehicle engine design. Society as a whole benefits from a less polluted environment.</p>	↗					↗									↗					I	N	S	I	N																								
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B 1.2	Overall tendency: Income groups	No specific impact, because during 1995 - 2004, new cars sold in the EU have become significantly bigger and more powerful, while prices increased less than inflation.[3, p.6]																																																
B 1.3	Overall tendency: Age groups	No specific impact																																																
B 1.4	Overall tendency: Disabled people	No specific impact																																																
B 1.5	Overall tendency: Gender groups	No specific impact																																																
B 1.6	Overall tendency: Ethnic groups	No specific impact																																																

B 2 TRAFFIC IMPACTS		
B 2.1	Travel or transport time	
B 2.2	Risk of congestion	
B 2.3	Vehicle mileage	
B 2.4	Service and comfort	
B 2.1	Overall impacts on social groups	No specific impacts on the different social groups in relation to traffic
B 2.1I	Implementation phase	
B 2.1II	Operation phase	
B 2.1V	Summary / comments concerning the main impacts	The EURO standards do not impact on the traffic, but on the supply side of vehicles (car and lorry manufacturing industry) and European fleet composition; therefore the standards affect the purchase of the types of vehicles rather than their usage; the expected increase in transport activity occurs independently from the EURO standard regulation; with respect to CO2, the increase in transport activity will – in the next ten years, 2006 - 2016 – be off-set by a.o. the introduction of more fuel-efficient cars following the voluntary agreement of the car industry and the promotion of biofuels and CNG.[b, p.3]
B 2.V	Quantification of impacts	

B 3 ECONOMIC IMPACTS		
B 3.1	Transport costs	
B 3.2	Private income / commercial turn over	
B 3.3	Revenues in the transport sector	
B 3.4	Sectoral competitiveness	
B 3.5	Spatial competitiveness	
B 3.6	Housing expenditures	
B 3.7	Insurance costs	
B 3.8	Health service costs	
B 3.9	Public authorities & adm. burdens on businesses	
B 3.10	Public income (e.g.: taxes, charges)	
B 3.11	Third countries and international relations	
B 3.1	Overall impacts on social groups	Positive impact on the economy, especially on the vehicle manufacturing industry
B 3.1I	Implementation phase	
B 3.1II	Operation phase	
B 3.1V	Summary / comments concerning the main impacts	An improvement in air quality will improve public health, thus enabling the national governments to generate savings in the longer term [c] ; increase in sectorial and spatial competitiveness of the European economy [4, p.5]
B 3.V	Quantification of impacts	

