

FACT SHEET NO.: Cat -No.5 / Subcat No.5.4 PERFORMED BY: Fraunhofer-ISI

A GENERAL INFORMATION		
A 1	Category	Efficiency standards & Flanking measures
A 2	Subcategory	Flanking measures - promotion, information, dialogue
A 3	Transport policy measure (TPM)	CO2 and fuel efficiency labelling for new passenger cars
A 4	Description of TPM	Information plays a key role in the operation of market forces; whereas the provision of accurate, relevant and comparable information on the specific fuel consumption and CO2 emissions of passenger cars may influence consumer choice in favour of those cars which use less fuel and thereby emit less CO2, thereby encouraging manufacturers to take steps to reduce the fuel consumption of the cars that they manufacture [1]. The car labelling was introduced by the Directive 1999/94/EC.
A 5	Implementation examples	Car labelling in combination with "Green motor tax" in Denmark [a, p.53]; car labelling based on the fuel efficiency in the Netherlands [a, p.54]
A 6	Objectives of TPM	- to ensure that information relating to the fuel economy and CO2 emissions of new passenger cars is made available to consumers [1] - to influence the purchasing behavior such that fuel efficient cars are purchased preferably
A 7	Key changes concerning:	
A 7.1	- Choice of transport mode / Multimodality:	no evidence found for a direct impact
A 7.2	- Origin and/or destination of trip:	no evidence found for a direct impact
A 7.3	- Trip frequency:	Lower transport costs may lead to a higher trip frequency.
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 efficient and CO2 saving cars [a, p. 53]
A 8	Main source	[1] Council Directive 1999/94/EC of 13 December 1999 relating to the availability of consumer information on fuel economy and CO2 emissions in respect of the marketing of new passenger cars. Online: 2.7.2012 <a href="http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:31999L0094:EN:pdf">http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:31999L0094:EN:pdf</a>

B IMPACTS																								
B 1	OVERVIEW ON IMPACTS	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			
B 1.1	Overall tendency	→																			I	N	S	I, N
		Overall positive impact especially on climate. The additional information through the labelling system leads to a consumer behaviour buying energy efficient and CO2 saving cars. The adequate type of car labelling would be a relative one, because consumers tend to buy the more efficient cars compared to other cars in similar size. Also the impact on energy efficiency is higher than that of an absolute comparison [b, p.4]. Besides, an additional taxation of CO2 emission leads to a higher impact.																						
B 1.2	Overall tendency: Income groups	No specific impact																						
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	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			
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.I	Overall impacts on social groups																							
B 2.II	Implementation phase																							
B 2.III	Operation phase																							
B 2.IV	Summary / comments concerning the main impacts	Lower costs for operating cars due to improved fuel efficiency lead can cause a rebound effect in terms of increased vehicle mileage. Therefore, the risk of congestion increases slightly.																						
B 2.V	Quantification of impacts																							

B 3	ECONOMIC IMPACTS	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			
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.I	Overall impacts on social groups	Positive impact on the economy, especially on the vehicle manufacturing industry																						
B 3.II	Implementation phase																							
B 3.III	Operation phase																							
B 3.IV	Summary / comments concerning the main impacts	The consumers' decision to buy more fuel efficient cars will lead to lower transport prices because of lower petrol consumption. The consumers' behaviour to buy efficient cars leads to more competition in the vehicle manufacturing industry [c, p. 3].																						
B 3.V	Quantification of impacts	- Studies have a range of economic impacts in terms of fuel costs from zero [3], close to zero [4] up to 5% less fuel costs [d] due to change in car purchasing behaviour towards more fuel efficient vehicles.																						

