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<p>In your view, how important (on a scale from 1-5, with 5 representing the highest importance and 1 no importance) are the following objectives for the future HDV CO2 Regulation?</p> <p>: Reducing CO2 emissions from new HDV in a cost-effective way, in line with t</p>	5
<p>In your view, how important (on a scale from 1-5, with 5 representing the highest importance and 1 no importance) are the following objectives for the future HDV CO2 Regulation?</p> <p>: Reducing CO2 emissions from new HDV in a cost-effective way in line with th</p>	5
<p>In your view, how important (on a scale from 1-5, with 5 representing the highest importance and 1 no importance) are the following objectives for the future HDV CO2 Regulation?</p> <p>: Fostering innovation in zero-emission technologies for HDV</p>	4

<p>In your view, how important (on a scale from 1-5, with 5 representing the highest importance and 1 no importance) are the following objectives for the future HDV CO2 Regulation?</p> <p>: Promoting the market uptake of ZEV by making them more affordable</p>	5
<p>In your view, how important (on a scale from 1-5, with 5 representing the highest importance and 1 no importance) are the following objectives for the future HDV CO2 Regulation?</p> <p>: Strengthening technical and industrial leadership and stimulating employmen</p>	4
<p>In your view, how important (on a scale from 1-5, with 5 representing the highest importance and 1 no importance) are the following objectives for the future HDV CO2 Regulation?</p> <p>: Reducing fuel consumption costs of vehicles</p>	3
<p>In your view, how important (on a scale from 1-5, with 5 representing the highest importance and 1 no importance) are the following objectives for the future HDV CO2 Regulation?</p> <p>: Reducing total costs of ownership of vehicles</p>	4
<p>In your view, how important (on a scale from 1-5, with 5 representing the highest importance and 1 no importance) are the following objectives for the future HDV CO2 Regulation?</p> <p>: Contributing to the reduction of air pollution and other environmental prob</p>	4

<p>In your view, how important (on a scale from 1-5, with 5 representing the highest importance and 1 no importance) are the following objectives for the future HDV CO2 Regulation?</p> <p>: Reducing EU energy consumption and import dependence on fossil fuels</p>	4
<p>1) Revising existing targets</p> <p>In your view, how important are the following actions related to the future CO2 emission target levels for vehicle groups already regulated? (scale from 1 to 5 where 5 is highest importance and 1 no importance)</p> <p>: Strengthen</p>	5
<p>1) Revising existing targets</p> <p>In your view, how important are the following actions related to the future CO2 emission target levels for vehicle groups already regulated? (scale from 1 to 5 where 5 is highest importance and 1 no importance)</p> <p>: Strengt2</p>	5
<p>1) Revising existing targets</p> <p>In your view, how important are the following actions related to the future CO2 emission target levels for vehicle groups already regulated? (scale from 1 to 5 where 5 is highest importance and 1 no importance)</p> <p>: Introducin</p>	4

<p>1) Revising existing targets</p> <p>In your view, how important are the following actions related to the future CO2 emission target levels for vehicle groups already regulated? (scale from 1 to 5 where 5 is highest importance and 1 no importance)</p> <p>: Introdu3</p>	<p>4</p>
<p>2) Setting new targets for other types of vehicles</p> <p>In your view, how important is it to set new CO2 emission targets for the following vehicle groups and categories? (Note: proposed grouping reflects the categories under type approval legislation) (Sca</p>	<p>4</p>
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<p>3) Setting target for all new vehicles to be zero-emission</p> <p>In your view, in order to contribute to the climate neutrality by 2050 objective, should the CO2 emission standards become so strict that all new HDV be zero-emission vehicles? If so, by when?:</p>	
<p>3) Setting target for all new vehicles to be zero-emission</p> <p>In your view, in order to contribute to the climate neutrality by 2050 objective, should the CO2 emission standards become so strict that all new HDV be zero-emission vehicles? If so, by whe10</p>	
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4) Do you have any additional comments on the levels of the future targets? If so, please include them below.	
1) In your view, what are the main barriers for market uptake of ZLEV? (Multiple answers possible)	Total cost of ownership   Availability of recharging/refuelling infrastructure   Limited range   Duration of charging   Availability of vehicle models
If 'Other', please specify:	
2) Should the existing ZLEV incentive scheme set out in the HDV Regulation be amended for the period before 2030?	Yes
If yes, how?	
3) For the period as of 2030, please indicate to what extent you agree with the following statements on the ZLEV incentive scheme for HDV (scale from 1 to 5 where 5 is highest agreement and 1 is no agreement). Not all statements need to be rated. : In ad	5
Vehicles eligible for the incentive system : Only ZEV should be incentivised	
Vehicles eligible for the incentive system : ZLEV should be incentivised as in the current Regulation	5
Vehicles eligible for the incentive system : Other	
If you selected 'Other', please explain:	
Incentive type : A bonus system with benchmark should be maintained	5
Incentive type : A bonus/malus crediting system with benchmark should be introduced	

Incentive type : An obligation should be introduced for each manufacturer to register a certain share of ZLEV (so-called mandate)	
Incentive type : Other	
If you selected 'Other', please explain: _1	
Link with the CO2 target : The ZLEV benchmark levels should increase when targets levels become more stringent	
4) If any incentive scheme would be maintained, which vehicles types should be covered? (Scale from 1 to 5 where 5 is highest agreement and 1 is no agreement) : Heavy lorries (above 16 t)	5
4) If any incentive scheme would be maintained, which vehicles types should be covered? (Scale from 1 to 5 where 5 is highest agreement and 1 is no agreement) : Small and medium lorries (up to 16 t)	3
4) If any incentive scheme would be maintained, which vehicles types should be covered? (Scale from 1 to 5 where 5 is highest agreement and 1 is no agreement) : Coaches	
4) If any incentive scheme would be maintained, which vehicles types should be covered? (Scale from 1 to 5 where 5 is highest agreement and 1 is no agreement) : Urban buses	
Do you have any additional comment on the ZLEV or ZEV incentive system? If so, please add them below.	



<p>Please indicate to what extent you agree with the following statement (scale from 1 to 5 where 5 is highest agreement and 1 is no agreement)</p> <p>: A mechanism should be introduced in the HDV Regulation so that compliance assessment takes into account the con</p>	2
<p>1. With regard to its effects</p> <p>: More renewable and low-carbon fuels will be made available for road transport</p>	
<p>1. With regard to its effects</p> <p>: Renewable and low-carbon fuels in road transport will come at the expense of other sectors facing steeper challenges to decarbonise (e.g. aviation/maritime)</p>	
<p>1. With regard to its effects</p> <p>: Incentives for these fuels will be incompatible with EU efforts to increase efficiency and reduce energy consumption in HDV</p>	
<p>1. With regard to its effects</p> <p>: Such an accounting system will no longer ensure clear responsibilities and accountability for vehicle manufacturers and fuel suppliers</p>	
<p>1. With regard to its effects</p> <p>: These incentives for deploying low-carbon and renewable fuels could weaken the development of innovation in zero-emission technologies</p>	
<p>1. With regard to its effects</p> <p>: The HDV Regulation would need to be made stricter more rapidly to foster the deployment of ZEV</p>	
<p>1. With regard to its effects</p> <p>: Air pollution co-benefits would not be achieved in the same degree</p>	

<p>If a mechanism were to be introduced, please indicate to what extent you agree with each of them (scale from 1 to 5 where 5 is highest agreement and 1 is no agreement) (Not all statements need to be rated)</p> <p>: 'Carbon correction factors' to tailpipe emissi</p>	1
<p>If a mechanism were to be introduced, please indicate to what extent you agree with each of them (scale from 1 to 5 where 5 is highest agreement and 1 is no agreement) (Not all statements need to be rated)</p> <p>: A 'fuel crediting system' should allow manufac</p>	1
<p>Do you have any additional comments, on the introduction of a possible mechanism for renewable and low-carbon fuels under the HDV Regulation? If so, please add them below.</p>	
<p>In your opinion, should pooling provisions be included?</p> <p>The Regulation should allow for pooling</p>	Neutral
<p>If 'Yes', how would the pooling mechanism need to be designed? If not, why not?</p>	
<p>In your opinion, regarding small-volume manufacturers:</p> <p>An exemption for small-volume manufacturers with less than a certain number of vehicles registered per year should be included, since extending the targets obligation to small manufacturers would imp</p>	Neutral

<p>If 'Yes', what volume would be appropriate? If not, why not?</p>	
<p>In your opinion, regarding trailers and semi-trailers</p> <p>Should energy efficiency standards be set for trailers and semi-trailers?</p>	<p>Neutral</p>
<p>If 'Yes', what standards should be set? If not, why not?</p>	
<p>In your opinion, regarding the revenues from excess emission premiums, how they should be allocated? (Scale from 1 to 5 where 5 is highest agreement and 1 is no agreement)</p> <p>: They should be allocated to a new or existing specific fund or a relevant progra</p>	
<p>In your opinion, regarding the revenues from excess emission premiums, how they should be allocated? (Scale from 1 to 5 where 5 is highest agreement and 1 is no agreement)</p> <p>: They should continue to be considered as revenue for the general budget of the U</p>	
<p>In your opinion, regarding the revenues from excess emission premiums, how they should be allocated? (Scale from 1 to 5 where 5 is highest agreement and 1 is no agreement)</p> <p>: Other</p>	
<p>If you selected 'Other', please explain:</p>	
<p>Are there other aspects of the Regulation that need to be addressed? If so, which ones?</p>	

<p>Do you agree with the following statements on the likely impacts of strengthened CO2 standards for HDV? (1 do not agree, 5 strongly agree). Not all statements need to be rated.</p> <p>: EU industry will increase investments in zero-emission technologies</p>	5
<p>Do you agree with the following statements on the likely impacts of strengthened CO2 standards for HDV? (1 do not agree, 5 strongly agree). Not all statements need to be rated.</p> <p>: A growing supply of zero-emission HDV will bring down their costs over time</p>	5
<p>Do you agree with the following statements on the likely impacts of strengthened CO2 standards for HDV? (1 do not agree, 5 strongly agree). Not all statements need to be rated.</p> <p>: EU industry competitiveness on the global market will increase</p>	4
<p>Do you agree with the following statements on the likely impacts of strengthened CO2 standards for HDV? (1 do not agree, 5 strongly agree). Not all statements need to be rated.</p> <p>: EU import dependence on fossil fuels will decrease</p>	4
<p>Do you agree with the following statements on the likely impacts of strengthened CO2 standards for HDV? (1 do not agree, 5 strongly agree). Not all statements need to be rated.</p> <p>: Macroeconomic benefits can be expected</p>	4

<p>Do you agree with the following statements on the likely impacts of strengthened CO2 standards for HDV? (1 do not agree, 5 strongly agree). Not all statements need to be rated.</p> <p>: Manufacturing job losses can occur due to decreasing production of conventi</p>	2
<p>Do you agree with the following statements on the likely impacts of strengthened CO2 standards for HDV? (1 do not agree, 5 strongly agree). Not all statements need to be rated.</p> <p>: New jobs would be to produce different power trains and batteries or to pro</p>	4
<p>Do you agree with the following statements on the likely impacts of strengthened CO2 standards for HDV? (1 do not agree, 5 strongly agree). Not all statements need to be rated.</p> <p>: New skills and qualifications for workers will be needed</p>	4
<p>Do you agree with the following statements on the likely impacts of strengthened CO2 standards for HDV? (1 do not agree, 5 strongly agree). Not all statements need to be rated.</p> <p>: Sufficient training is provided to ensure the necessary reskilling and upsk</p>	
<p>Do you agree with the following statements on the likely impacts of strengthened CO2 standards for HDV? (1 do not agree, 5 strongly agree). Not all statements need to be rated.</p> <p>: Sufficient measures are in place to attract skilled workers to the transpor</p>	

<p>Do you agree with the following statements on the likely impacts of strengthened CO2 standards for HDV? (1 do not agree, 5 strongly agree). Not all statements need to be rated.</p> <p>: Co-benefits in terms of better air quality can be expected</p>	4
<p>Do you agree with the following statements on the likely impacts of strengthened CO2 standards for HDV? (1 do not agree, 5 strongly agree). Not all statements need to be rated.</p> <p>: Co-benefits in terms of energy dependency can be expected</p>	4
<p>Do you agree with the following statements on the likely impacts of strengthened CO2 standards for HDV? (1 do not agree, 5 strongly agree). Not all statements need to be rated.</p> <p>: Innovative SMEs will benefit from new business opportunities</p>	4
<p>Do you agree with the following statements on the likely impacts of strengthened CO2 standards for HDV? (1 do not agree, 5 strongly agree). Not all statements need to be rated.</p> <p>: Growing offers of ZEV, combined with other measures strengthening sustainab</p>	5
Which other impacts are relevant in your opinion?	

<p>What additional measures should be set up to ensure a just transition towards zero-emission mobility (e.g. investments in reskilling and upskilling and promoting attractive working conditions in the sector)?</p>	
<p>Please insert any supplementary information below.</p>	
<p>You can provide additional information by uploading a file.</p>	<p>Amazon_Consultation_Submission_-_EU_Standards_for_CO2_Reduction_in_Heavy_Duty_Vehicles_.pdf</p>