

Public consultation on the review of progress towards the 2020 energy efficiency objective and a 2030 energy efficiency policy framework

INFORMATION ABOUT THE RESPONDENTS	
Are you responding to this questionnaire on behalf of/as: -single choice reply-(compulsory)	Organisation
Please enter your name or the name of your company/organisation: -open reply-(compulsory)	European Federation for Transport and Environment
Please indicate your principal country or countries of residence or activity: -single choice reply-(compulsory)	Belgium
How would you prefer your contribution to be published on the Commission website, if at all? -single choice reply-(compulsory)	Under the name indicated (I consent to publication of all information in my contribution and I declare that none of it is under copyright restrictions that prevent publication)
A. Energy efficiency targets and measures	
1. Do you think the right approach in addressing the shortfall is: -multiple choices reply-(compulsory)	a) To define energy efficiency target(s) - b) Reinforced implementation of existing legislation, including active policy on infringements - c) Proposing new legislation
1.a.1. How should these target(s) be expressed? -single choice reply-(compulsory)	As absolute energy savings
1.a.2. At what level should they apply? -multiple choices reply-(compulsory)	EU - National - Sectoral
1.a.3. Should they be: -single choice reply-(compulsory)	Legally binding
Further comments on targets -open reply-(optional)	
Please specify your response b) -open reply-(optional)	
Please specify your response c) -open reply-(optional)	
B. Energy efficiency sectors	
2. Do you think that further policy measures are needed at EU level to foster energy efficiency in buildings? -single choice reply-(compulsory)	No opinion

<p>3. Do you think that further policy measures are needed at EU level to foster energy efficiency in industry?</p> <p>-single choice reply-(optional)</p>	
<p>4. Do you think that further policy measures are needed at EU level to foster energy efficiency in transport?</p> <p>-single choice reply-(optional)</p>	<p>Yes</p>
<p>Please give details. -open reply-(optional)</p>	
<p>Transport has been left out of the EU's horizontal energy efficiency framework but there remain huge opportunities to improve energy efficiency in transport at EU level: Set ambitious CO2 limits for new cars and vans for 2025 and 2030 that ensure their annual fuel efficiency improvement exceeds today's 4.5% on the cycle. Set CO2 limits for trucks for 2025 and 2030; Promote a sustainable shift to mobility: introduce a mandate specifying a minimum supply of electric vehicles by 2025 and 2030 and establish a network of charging stations along the Ten-T Network; Keep an EU-wide policy post-2020 to stimulate fuels based on their overall carbon footprint and energy efficiency performance, including unconventional fossil fuels in its scope; Ensure ICAO develops a meaningful fuel efficiency standard for aircraft; Improve energy efficiency of shipping, through market based measures, a strengthening of the EEDI and promoting slow steaming.</p>	
<p>5. Do you think that further policy measures are needed at EU level to foster energy efficiency in electrical equipment?</p> <p>-single choice reply-(optional)</p>	
<p>6. Do you think that further policy measures are needed at EU level to foster energy efficiency in generation and distribution?</p> <p>-single choice reply-(optional)</p>	
<p>7. Do you think that further financial mechanisms and instruments are needed at EU level to mobilise energy efficiency investments?</p> <p>-single choice reply-(optional)</p>	
<p>8. Do you think that further measures are needed to build the capacity of actors in the energy efficiency sector?</p> <p>-single choice reply-(optional)</p>	
<p>9. What are the most promising technology solutions that can help deliver energy savings in the 2020 and 2030 time horizon? How can their development and uptake be supported at EU level?</p> <p>-open reply-(optional)</p>	
<p>10. Further comments -open reply-(optional)</p>	
<p>Other opportunities include: Reducing speed of transport, by mandating a speed limiter for vans, and by better enforcement of speed limits; Deliver on White Paper vision that 'by 2050 the majority of medium-distance passenger transport should go by rail', especially by revitalizing medium-speed international transport; Adopt a more pragmatic approach to energy taxation in transport, marrying the Commissions' proposals of complete elimination of diesel tourism by lorries and complete equality in taxation of all fuels, in a more flexible and enabling way; End subsidies to aviation, by ending exemptions from VAT and fuel taxation, and ending state aid to regional airports and airlines; Deliver the promises in the 2011 transport White Paper to 'phase in a mandatory infrastructure charge for heavy duty vehicles' and 'proceed with the internalization of external costs in all modes of transport'; Systematically assess subsidies to non-private car use and make proposals to end them.</p>	