**Appendix A**

**CONSULTATION QUESTIONS**

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| Q1: | Which option, 1 or 2, do you prefer? Please explain your answer. | Option 1 |  |
| Option 2 |  |
| Additional comments: |

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| Q2: | We welcome views from stakeholders with regard to the anticipated benefits and costs of the two options set out above. This should not include costs related to new vehicles or infrastructure. Please provide any details and any evidence on:1. the anticipated costs and benefits (e.g. economic, environmental, congestion, safety) that transposing the Directive only (as set out in option 1) would bring.
2. the anticipated costs and benefits (e.g. economic, environmental, congestion, safety) that the proposed policy option (option 2) would bring
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| Additional comments: |

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| Q3: | Please provide anyevidence on the impact on fuel consumption and fleet running costs. So, for example, if a fleet switched from diesel to electric or gas vehicles.a) For option 1b) For option 2 |
| Additional comments: |

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| Q4:  | How do you think there will be an impact on small firms? a) For option 1b) For option 2 |
| Additional comments: |

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| Q5:  | How many haulage operators do you think will take advantage of extra weight allowances for vehicles with alternative fuel technologies?a) For option 1b) For option 2 |
| Additional comments: |

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| Q6:  | How many bus operators do you think will take advantage of extra weight allowances for 3 axle buses with alternative fuel technologies?a) For option 1b) For option 2 |
| Additional comments: |

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| Q7:  | How many bus operators do you think will take advantage of the extra weight allowance for 2 axle buses and use part of this extra weight allowance for alternative fuel technologies? a) For option 1b) For option 2 |
| Additional comments: |

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| Q8: | Article 10f of the Directive states that a shipper must give a statement of weight to the haulier who is transporting their container or swap body. Do you believe that this is best achieved as we have set out in **Annex 4?** If not, is there a better way of doing this?  | Yes |  |
| No |  |
| Additional comments |

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| Q9: | Do you believe there will be any monetised costs or benefits from this new provision? | Yes |  |
| No |  |
| Additional comments |

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| Q10: | Will formalising the Commission’s clarification of the carriage of 45 foot containers (as set out in paragraph 1.15) bring about any monetised costs or benefits? | Yes |  |
| No |  |
| Additional comments |

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| Q11: | Will there be any costs or benefits from allowing the extra 2 tonnes in weight (from 40 tonnes to 42 tonnes) for articulated vehicles comprising a two-axle tractor unit drawing a three-axle semi-trailer as part of an intermodal transport operation? | Yes |  |
| No |  |
| Additional comments |

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| Q12:  | What percentage of operators do you believe will use these provisions in question 11 for intermodal journeys? |
| Additional comments: |

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| Q13: | Do you agree with the proposed approach of amending the Construction and Use regulations to permit use of hydrogen, natural gas and biomethane fuelled vehicles that have been type approved to relevant EU gas fuel system safety standards? | Yes |  |
| No |  |
| Additional comments |

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| Q14:  | What are the estimated benefits for users of these vehicles in administrative time saving through not having to apply for VSOs? |
| Additional comments: |

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| Q15: | Should the Construction and Use amendments also remove the need for VSOs for post registration converted vehicles (provided the fuel system components have been approved to EU gas fuel system safety standards and installed correctly)? | Yes |  |
| No |  |
| Additional comments |