

Summary report on contributions provided on-line by the Slovene citizens in the frame of eCommittee project regarding the CO2 emissions regulation for new cars

Introduction

14 contributions have been provided on-line by the Slovene citizens on legal proposal regarding CO2 emissions regulation for new cars and published on OurClimate.eu forum from 19th of August until 29th of August 2008. Additionally, 2 NGO's contributions have been provided at the eCommittee public debate in Ljubljana on 28th of August (please find Ljubljana report prepared by Focus NGO separately).

The CO2 emissions regulation of new cars is needed urgently with more ambitious targets

There is a general consensus among Slovene participants that the legal proposal on CO2 emissions regulation for new cars at the EU level is needed urgently, since similar targets have been already postponed three times so far. Although participants support the proposed legislation, they often expressed their concerns that more strict and intensive measures with accelerated timetable as proposed by the environmental non-governmental organizations are needed in order to successfully combat the CO2 emissions on short term basis. Otherwise, the proposed regulation will result only in “cosmetic” and “soft” impact on CO2 emissions.

Can CO2 emissions of new cars be tackled by market economy measures?

Some participants were critical towards the CO2 fines on excess emissions premium and proposed instead more alternative financial approaches such as huge financial investments into development of alternative technologies (e.g. electric cars and fossil fuel free technologies) at the EU level regardless market economy justifiability and sustainability (as in the long run all the profit gained by car industry will not meet the cost of environmental changes). The EU should also provide proper legal environment for car manufacturers enabling them to put new green cars to the market at non-profit and tax free prices (thus eliminating negative environmental effects of profit accumulation and consumerism). On the other hand car manufacturers should in short term focus on production of low consuming and low emission cars and modifying sports and deluxe car programs with speed and emission reductions while keeping comfort. What is more, there has been some doubts whether the representative democracy system has proven effective and reliable so far in order to tackle global climate changes as the policy making at the EU level is often driven by profit accumulation and multinational firms.

Long term commitment, policy implementation and parallel measures

Adopted legislation should serve as a starting point for continuous and effective reductions of CO2 car emissions at the EU level. The legislation should also boots and provide support for other parallel measures identified by the participants:

- more radical and sustainable environment and transport policy at the EU level;
- changing people individualistic driving habits (more people driving in a car at the same time; more radical suggestion was to set emissions reduction of CO2 per km from new cars according to the number of seats in the car);
- promoting and financially supporting sustainable movement of people (bicycles and public

transport based on renewable energy);

- improving and modernising public transport (electric buses) in terms of accessibility and synchronization with suburbs (thus reducing CO2 pollution from daily migrations);
- no cars with high CO2 rates in city centres;
- dynamic road tolling based on actual distance made by vehicle, number of its passengers and its CO2 emissions rate in contrary to vignette system recently endorsed in Slovenia;
- reducing CO2 emissions from vehicles production and transport to the market;
- higher prices of fossil fuel;
- more taxes on cars with high CO2 rates;
- sustainable traffic, transport and movement education.

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