E10 petrol, consumer protection and fuel pump labelling consultation

Annex D: Response form

# Introduction and data protection

The consultation period begins on 20 July 2018 and will run until 23:45 on 16 September 2018. Please ensure that your response reaches us at the following email address **on or** **before** the closing date.

Please send consultation responses by email to: LowCarbonFuel.Consultation@dft.gov.uk

Name: Tim Simon

Address: Department for Transport

Great Minster House

33 Horseferry Road

London

SW1P 4DR.

If you would like further copies of this consultation document you can contact Tim Simon - details above - who can also help if you need alternative formats (Braille, audio, CD):

When responding, please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of a larger organisation, please make it clear who the organisation represents and, where applicable, how the views of members were assembled. If you have any suggestions of others who may wish to be involved in this process please contact us or forward the document to them.

The responses to this consultation are likely to be discussed with representatives of the sector, as well as within the Department. Therefore the points you raise may be shared. If you are not content for this to happen please let us know. Subject to the outcome of the consultation the amendments to the legislation will be introduced as soon as practicable.

**Confidentiality and data protection**

The purpose of this form is to seek your views on the draft policy proposals for E10 petrol, consumer protection and fuel pump labelling. It is carried out in the public interest to inform public policy.

As part of this consultation we request the following information:

Your name and email address - in case we need to ask you follow-up questions regarding any of your responses and to keep you informed of the consultation outcome.

You don’t have to give us this information. If you do, we will not share this information with anyone.

If you do give us your contact information, you consent to DfT using it only for the purpose set out above.

All your personal data will be deleted within 3 years of collection. You can withdraw your consent for us to hold your personal data at any time by emailing LowCarbonFuel.Consultation@dft.gov.uk.

Find out more about the [Department for Transport’s data protection and privacy policy](https://www.gov.uk/government/organisations/department-for-transport/about/personal-information-charter).

# Responding

### 1. Your name and email address. We will only use this if we need to contact you to ask about any of your responses and to update you on the consultation outcome.

|  |  |  |
| --- | --- | --- |
| Name   |

|  |
| --- |
|   |

 |
| Email   |

|  |
| --- |
|   |

 |

 **2. Are you responding: \***

|  |  |
| --- | --- |
|    | On behalf of an organisation? **Go to question 3** |
|    | As an individual? **Begin consultation response (section 3)** |

### 3. Organisation details: **\***

|  |  |
| --- | --- |
| Company/Organisation Name |  |
| Address |  |
| Postcode |  |
| Email |  |
| Your Role / Position |  |
| Please tick one box from the list below that best describes you / your company or organisation. |
|  | Micro business (0-9 employees) |
|  | Small business (10-49 employees) |
|  | Medium business (50-249 employees) |
|  | Large Company (250+ employees) |
|  | Representative Organisation |
|  | Trade Union |
|  | Interest Group |
|  | Local Government |
|  | Central Government |
|  | Police |
|  | Other (please describe): |
| If you are responding on behalf of an organisation or interest group how many members do you have and how did you obtain the views of your members: |

# Consultation questions

### The questions below may not apply to all respondents. Please answer as many as are applicable to you or your business. In each case please set out the reasons for your answer and if applicable, alternative proposals.

### Consultation chapter 1A: Ensuring the supply of E5 petrol: Motor Fuel Composition & Content Regulations

|  |
| --- |
| **Q 1 - Do you favour option 1, option 2 or an alternative means of ensuring ongoing E5 availability? Please provide your reasoning.** |
| **Option 1** | Option 2 | **Alternative means** |
| **Reasoning/ supporting evidence:** |
| **Q 2 - Do you agree that a protection grade for Premium unleaded 95 octane should initially run until 31 December 2020? If not, what date would you recommend?** |
| **Yes** | **No** |
| **Alternative date/ reasoning:**  |

|  |
| --- |
| Q 3 - Do you agree that the protection grade should apply to filling stations that supply two grades of petrol and more than 3 million litres of all fuel (petrol and diesel) in the previous calendar year? If not, please explain whether you disagree with the volume or if there are better ways of distinguishing which forecourts it should apply to. |
| Yes | No |
| **Reasoning/ supporting evidence:** |
| Consultation chapter 1B: Call for Evidence: Introduction of E10 fuel in the UK |
| Q 4 - What are the commercial barriers to introducing E10 in the UK? |
| **Response/ supporting evidence:** |
| Q 5 - Do you agree in principle that supplying E10 could make delivery of the RTFO more cost effective? |
| Yes | No |
| Reasoning/ supporting evidence: |
| Q 6 - Do you agree that requiring the introduction of E10 as an additional choice for consumers would be an effective way to introduce E10 in the UK?  |
| Yes | No |
| **Reasoning/ supporting evidence:** |
| Q 7 - Could filling stations with more than four tanks supply E10 as well as 95 E5? If not, why, and what would the appropriate number of tanks be that would permit this? |
| Yes | No |
| **Reasoning/ supporting evidence:** |
| Q 8 - Is the number of tanks the best way to define filling stations that could supply E10 alongside their current fuel range? If not, what would be a more appropriate metric? |
| Yes | No |
| **Reasoning/ supporting evidence:** |
| Q 9 - What would the challenges and costs be to fuel retailers to sell an additional grade of fuel at appropriate filling stations? |
| **Response/ supporting evidence:** |
| Q 10 - Would a requirement to sell E10 at appropriate filling stations affect fuel refiners/ blenders? What would the challenges and costs be? |
| Yes | No |
| **Reasoning/ supporting evidence:** |
| Q 11 - Would a requirement to sell E10 at appropriate filling stations affect storage and distribution? What would the challenges and costs be? |
| Yes | No |
| **Reasoning/ supporting evidence:** |
| Q 12 - Would a requirement to sell E10 at filling stations with more than four tanks have significant geographical discrepancies and challenges, particularly in relation to Northern Ireland? If so, what would be the challenges and how could they be mitigated? |
| Yes | No |
| **Reasoning/ supporting evidence:** |
| Q 13 - Given the need to keep 95 E5 available, do you agree with the general approach of making E10 available at suitable filling stations? If not, what would be your preferred solution? |
| Yes | No |
| **Reasoning/ supporting evidence:** |
| Consultation chapter 2A: Fuel pump and vehicle labelling: Alternative Fuel Infrastructure Regulations |
| Q 14 - Do you agree with our proposal to use the definition of Infrastructure Operator derived from the AFIR? |
| Yes | No |
| **Reasoning/ supporting evidence:** |
| Q 15 - Do you agree with our proposal to use the definition of Motor Vehicle from the Standard? |
| Yes | No |
| **Reasoning/ supporting evidence:** |
| Q 16 - Do you agree with the definitions of a Motor Vehicle Manufacturer and that this is where that obligation should fall? |
| Yes | No |
| **Reasoning/ supporting evidence:** |
| Q 17 - Do you agree with the definitions of Motor Vehicle Dealer and that this where that obligation should fall? |
| Yes | No |
| **Reasoning/ supporting evidence:** |
| Q 18 - Do you understand what the requirements are, for instance if you are an obligated party and what you need to do to comply? |
| Yes | No |
| **Reasoning/ supporting evidence:** |
| Q 19 - Do you anticipate any operational issues with complying provided you have not less than 3 months' notice upon the publication of government response? |
| Yes | No |
| **Reasoning/ supporting evidence:** |
| Q 20 - Are the enforcement proposals for fuel labelling clear and understandable? If not, which parts are not and why? |
| Yes | No |
| **Reasoning/ supporting evidence:** |
| Q 21 - In respect of vehicle labelling, do vehicle manufacturers agree that compliance should be assessed between the point of manufacture and point of sale? Do you have views on how and where best this assessment be carried out? |
| Yes | No |
| **Reasoning/ supporting evidence:** |
| Q 22 - Do you agree with the penalty amounts proposed? If not, why and what levels would you propose? |
| Yes | No |
| **Reasoning/ supporting evidence:** |
| Consultation chapter 2B: E10 information label: The Biofuel (Labelling) Regulations |
| Q 23 - Do you agree with the proposed change to the wording? If not, why, and can you suggest a suitable alternative? |
| Yes | No |
| **Reasoning/ supporting evidence:** |