ANNEXURE
## ANNEXURE I

### QUESTIONNAIRE

<table>
<thead>
<tr>
<th>Demographic information of Respondents:</th>
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<tbody>
<tr>
<td><strong>1</strong> Age</td>
<td>a) Below 25</td>
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<td></td>
<td>b) 25-35year</td>
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<td></td>
<td>c) 35-45years</td>
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<td>d) 45 and above</td>
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<td><strong>2</strong> Gender</td>
<td>a) Male</td>
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<td></td>
<td>b) Female</td>
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<td></td>
<td>c) Prefer not to say</td>
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<td><strong>3</strong> Education Qualification</td>
<td>a) School</td>
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<tr>
<td></td>
<td>b) Bachelor</td>
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<td></td>
<td>c) Masters/Professional</td>
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<td></td>
<td>d) Doctorate</td>
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<td><strong>4</strong> Profession</td>
<td>a) Private Job /Govt Job</td>
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<td></td>
<td>b) Business</td>
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<td></td>
<td>c) Professional</td>
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<td></td>
<td>d) Other:</td>
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<tr>
<td><strong>5</strong> Income (Per year)</td>
<td>a) Less than 5L</td>
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<tr>
<td></td>
<td>b) 5-8L</td>
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<td>c) 8-12L</td>
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<td>d) 12L-20L</td>
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<td></td>
<td>e) 20L- above</td>
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<tr>
<td><strong>Consumer Transportation Habits And Preferences</strong></td>
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<td>--------------------------------------------------</td>
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<td><strong>6</strong></td>
<td>Do you own a vehicle?</td>
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<td><strong>7</strong></td>
<td>Which vehicle do you own?</td>
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<td><strong>8</strong></td>
<td>If it is a two wheeler, select from below</td>
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<tr>
<td><strong>9</strong></td>
<td>If it is a four wheeler, select from below</td>
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<td><strong>10</strong></td>
<td>Which mode of transportation you prefer in your various travel distance?</td>
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<tr>
<td></td>
<td>1) &gt;10km</td>
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<td></td>
<td>2) 10 – 50 km</td>
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<td></td>
<td>3) 50 – 250 km</td>
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<td></td>
<td>4) 250 - 500 km</td>
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<td><strong>11</strong></td>
<td>What type of drive you do in your daily routine?</td>
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</tbody>
</table>
Awareness and Sensitiveness towards Environment

12. What is your present vehicle fuel efficiency?

a) Less than 10kmpl
b) 10-15kmpl
c) 15-20kmpl
d) 20-25kmpl
e) 25kmpl and above

13. Which type of fueled vehicle are you using?

a) Petrol
b) Diesel
c) CNG/PNG
d) Electric/hybrid
e) Other: ........

14. According to you, what are the main disadvantages of traditionally fueled (Petrol and Diesel) vehicles?

a) Vehicles are too expensive
b) Usage and maintenance cost is too high
c) Not environmentally friendly
d) Noisy
e) Other: ............... 

15. The carbon foot prints your vehicle leaves negative impact on environment.

Low1 2 3 4 5 High
16. Which prospective changes of driving behavior could help reduce/avoid harmful car emissions?

a) Apply a more economic style of driving
b) Use my car less frequently
c) Do without fuel-consuming Equipment such as air conditioning
d) Buy a car with a less power engine
e) Buy a car with better fuel economy/gas mileage
f) Use other means of transportation more frequently
g) Buy a smaller car
h) Other: .....  

17. Are you aware about the alternate fuel technologies available in market?

a) Yes
b) No

Buying Behavior of Automobile vehicles

18. Which sources of information do you prefer to buy a new vehicle, rank them as per their importance? (1-5, 5 as most preferred)?

1) Television
2) Radio
3) Newspaper
4) Auto Expos
5) Internet/websites
6) Dealers
19. Do you ever discuss your car purchasing decision with your family and friends?

a) Yes  

b) No  

c) Maybe  

20. Can you tell us, which of the following procedures did you participate in the process of purchase and brand choice?

a) Collecting information about the brands and models  

b) Test drive  

c) Price barging  

d) Contact car dealers  

e) Taking feedback or suggestion from friends or known persons. 
       Take opinion from children’s of family  

f) Other: ..................  

21. Mention time taken to arrive at purchase decision of car.  

a) < 2 week  

b) 2 weeks – 1 month  

c) 1 month – 3 month  

d) 3 months – 6 month  

e) > 6 month  

22. How many times you contacted/visited the dealers?

a) Under 3 times  

b) 3 to 5 times
c) 5 to 7 times

d) More than 7 times

**Hybrid and Electronic Vehicles: Consumer Awareness and Espousal**

23. Would you be interested in changing your current vehicle and purchase an electric/hybrid vehicle?

a) Yes

b) No

c) Maybe

24. Do you like to know that electric/hybrid vehicle is more environmental friendly?

a) Yes

b) No

c) Maybe

25. If you decide to purchase an environmental-friendly car (hybrid/CNG/ Electric), which of the following purchase criteria are the most important ones? (Rank them 1 as most important) *

a) Sufficient number of filling stations for alternative fuels in place

b) New drive technology is not susceptible to faults

c) Reasonable maintenance price

d) Considerably lower emissions (compared with conventional drives)

e) Reasonable purchasing price (compared with conventional drives)

f) Cruise range comparable with conventional drives

g) Tax reductions and lower insurance rates

h) Easy to maintain and to use
i)  Sufficient number of filling stations for alternative fuels in place
j)  New drive technology is not susceptible to faults
k)  Reasonable maintenance price
l)  Considerably lower emissions (compared with conventional drives)
m)  Reasonable purchasing price (compared with conventional drives)
n)  Cruise range comparable with conventional drives
o)  Tax reductions and lower insurance rates
p)  Easy to maintain and to use

26. How much more can you pay for electric/hybrid vehicle as its environmental safe
   a)  10% premium
   b)  20% premium
   c)  30% premium
   d)  Other: ........

27. How long you would be buying an electric/hybrid car?
   a)  Less than 1 year
   b)  1-3 years
   c)  3 years and above
   d)  Never

28. What brand would you prefer with electric/hybrid technology?
   a)  Maruti Suzuki
   b)  Mahindra
c) TATA

d) Honda

e) Toyota

f) Ford

g) Fiat

h) Tesla

i) Other: ........

29. What size of hybrid car would you prefer?

a) Hatchback

b) Sedan

c) SUV

d) MUV

e) Other: .......

**Government Policies and its possible impact**

30. What would you suggest the Government to promote the use of electric and hybrid vehicles?

Use of electric/hybrid government and public vehicles

a) Use of electric/hybrid Taxi/Autos

b) Use of electric/hybrid vehicle by organizations and institution

c) Subsidies to Producer/Manufacturer

d) Subsidies to purchaser

e) Other: ................
31. Policies like odd-even will have an impact over your decision of buying alternate fuel vehicle?

Low 1 2 3 4 5 High

32. De-registration of 10-year-old diesel cars act as deterrent to buy diesel/Petrol cars?

Disagree 1 2 3 4 5 Agree

33. How urgent is it for a government policy need to tackle problem of pollution in Indian?

Low 1 2 3 4 5 High
De-Register Diesel Vehicles in Delhi that are over 10 Years Old: Green Tribunal

The National Green Tribunal (NGT) ordered on Monday banning all diesel vehicles over 10 years with immediate effect in Delhi.

DELHI Updated: Jul 19, 2016 01:05 IST, Ritam Halder, Hindustan Times

The National Green Tribunal (NGT) asked Delhi transport authorities on Monday to immediately revoke the registration of diesel vehicles more than 10 years old following complaints that a lack of enforcement of judicial orders was hurting the Capital’s fight against pollution. Last April, the NGT banned all diesel vehicles older than 10 years. In 2014, the green court said all – diesel and petrol -- vehicles more than 15 years old won’t be permitted to run on city roads.

But despite the orders, older cars continued to ply on Delhi’s roads with the city government saying only the regional transport office (RTO) had the authority to ban old vehicles. That implementation glitch was resolved on Monday with the NGT asking the RTO to issue a public notice after cancelling the registration of older vehicles and supply a list of such vehicles to the traffic police.

“We hereby direct RTO, Delhi to deregister all diesel vehicles which are more than 10 years old,” a bench headed by NGT chairperson justice Swatanter Kumar said. This is the latest step in a raft of judicial measures to improve the city’s air that is among the worst in the world. Earlier in the year, the Supreme Court banned the registration of large diesel vehicles and ordered all diesel taxis to convert to CNG.

The SC has indicated it is open to revisiting its order on the ban. Older cars are more harmful for the environment as they have primitive pollution control systems installed and emit more harmful gases than their newer variants. Vehicular exhaust comprises a big chunk of the air pollution that chokes Delhi.

The tribunal’s order came after the Delhi Police said it made repeated attempts to stop older vehicles from plying on city roads. “But they have hardly met any success,” the bench noted. The traffic police said repeated challans and fine on offending older vehicles hadn’t fetched any result.
“It is also stated that vehicles are released by the magistrates after imposing fine under the Motor Vehicles Act and the vehicles surface again on the roads,” the bench noted. The NGT also directed the ministry of heavy industries to file an affidavit, giving the status of electric and hybrid vehicles in India and also mention the benefits the government was considering for those who wish to dispose of old vehicles.

The green court also ordered the ministry to write a letter to the chief secretaries of all the states within one week in this regard. Last week, the NGT asked the Delhi government to submit an action-taken report on the ban orders and give data on the number of cars impounded. In reply, the Delhi transport department said it had impounded around 3,000 cars in the past year but had released them later. It said that according to the Motor Vehicles Act, only the RTO had the authority to deregister old vehicles.

The Delhi government had also implemented an ambitious road rationing scheme earlier this year, allowing vehicles to ply on alternate days based on their registration numbers ending with odd or even digits barring Sundays. According to a study by IIT Kanpur, diesel vehicles contribute 78% of particulate matter – tiny particles that can penetrate the lungs – comes from four-wheelers.

Besides short-time problems such as eye irritation and headache, the pollutants can even lead to heart attacks and cancers, according to health experts.