Final energy consumption by the transport sector (diesel and petrol)

Dimension - Environment

Associated Key Factor:

Energy use and prices

Data Source:

Eurostat

L-2920 Luxembourg

http://www.eu-datashop.de/formular/EN/ord_nc_e.htm

http://europa.eu.int/eurostat

General Availability:

Reporting unit:	Thousands tons of oil equivalent (TOE)
Reporting level:	national
Reporting period:	annually

Data available from 1980 to 2000

Availability by country:

1980 - 2000: EU-12

1980 - 0: EU-15

1980 - 0: EU-15+AC

1980 - 0: Member States (EU-15)

1990 - 2000: EU-15+AC

Data Source:

International Environmental Agency

Eurostat Compendium, Transport and Environment: Statistics for the Transport and Environment Reporting Mechanisms (TERM) for the European Union. Data 1980 - 1999. Theme 8 Environment and Energy. 2002 edition. Electronic update January 2002 and IEA, 2001 for total transport sector energy consumption (without mode split)

http://www.iea.org

General Availability:

Reporting unit:	tonnes oil equivalents
Reporting level:	national
Reporting period:	annually

Data available from 1980 to 1999

The indicator:

Measures the final energy consumption of the transport sector converted into million tonnes oil equivalents.

Description

Transport is nearly fully dependent on fossil fuels (98 % of transport consumption, representing 67 % of final oil consumption in EU-15) and contributes significantly to emissions of CO2 and other air pollutants (European Commission, 2000a).

How is it measured?

Data is obtained from balance sheets compiled by the International Energy Agency (IEA). For EU member states Eurostat has their own balance sheets.

What are the disadvantages of the Indicator?

These indicators should be read in combination with indicators on the structure of fuel prices, energy prices and taxes, the structure of the road vehicle fleet and transport related air pollution.
They should further be complemented with data on fuel quality. A further breakdown of road fuel consumption i.e. leaded vs. unleaded gasoline would also be desirable.
Depending on the use of these indicators at national level, it might also be useful to complement them with more detailed information about the energy efficiency of cars.

What is the policy relevance of the indicator?

The consumption of energy by transport activities is an important determinant of the transport sector's contribution to air pollution. World-wide, the transport sector consumes more than 60 per cent of oil products, which constitute about 98 per cent of transport energy use. The structure of energy consumption by transport is directly related to the composition of pollutant emissions. Changes in the fuel quality accompanying the introduction of road vehicles equipped with three-way catalytic converters further influence the level and composition of exhaust emissions.

The Indicator is relevant for the following pathways of the FORESIGHT FOR TRANSPORT excercise:

	Transport Impact	External Determining Variable	Intermediate Variable	Contextual Information
A reorientation of European transport policy	☐	☐	☐	☑
Trends regarding renewable energy source (RES) and rational use of energy (RUE)	☐	☑	☑	☐
Technological improvements and alternative fuels	☐	☑	☑	☐
Growth of transport demand	☐	☐	☑	☐