

Share of transport sector in total national energy consumption (by mode of transport)

Dimension - Environment

Associated Key Factor:

Energy use and prices

Data Source:

Eurostat New Chronos

<http://www.eu-datashop.de/download/EN/klassifi/ncronos/thema8/sirene.pdf>

europa.eu.int/comm/eurostat/

General Availability:

Reporting unit: Mtoe

Reporting level: national

Reporting period: annually

Data available from 1985 to 2000

Availability by country:

0 - 1999: Accession Countries

0 - 2000: EU-15

0 - 2000: Member States (EU-15)

1985 - 2000: EU-15

1985 - 2000: Member States (EU-15)

1990 - 1999: Accession Countries

Data Source:

International Environmental Agency

Eurostat Compendium, Transport and Environment: Statistics for the Transport and Environment Reporting Mechanisms (TERM) for the European Union.

<http://www.iea.org>

General Availability:

Reporting unit: %

Reporting level: national

Reporting period: annually

Data available from 1990 to 1999

Availability by country:

1990 - 1998: Accession Countries

1990 - 1999: EU-15

1990 - 1999: Member States (EU-15)

The indicator:

As indicator.

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. The indicator is measured as the percentage of the total national energy consumption.

What is the policy relevance of the indicator?

Fossil fuel consumption is directly linked with CO₂ (the primary greenhouse gas). The links with other pollutant emissions (e.g. NO_x, HC, NMVOC, etc.) and noise also depend on vehicle technology (Euro and noise classes) and trip conditions, as well as the type of fuel. Therefore fuel taxes, originally instruments of fiscal policy, are also seen as instruments to reduce emissions from transport, in particular CO₂. First, fuel taxes stimulate reductions of fuel consumption, e.g. by stimulating fuel efficiency within all modes. Secondly, they can stimulate a shift towards cleaner fuels, for example from leaded towards unleaded petrol, or to low-sulphur fuels (see the fact sheet 'Internalisation of external costs'). Reduction of the impacts of fossil fuel consumption by transport can be achieved by reducing energy use per transport movement (through improvement of energy efficiency and by shifting transport demand towards less energy consuming modes, such as, for example, rail and shipping) and by increasing the share of alternative sources of energy (bio fuels, wind and solar energy) (TERMS 2002).

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