

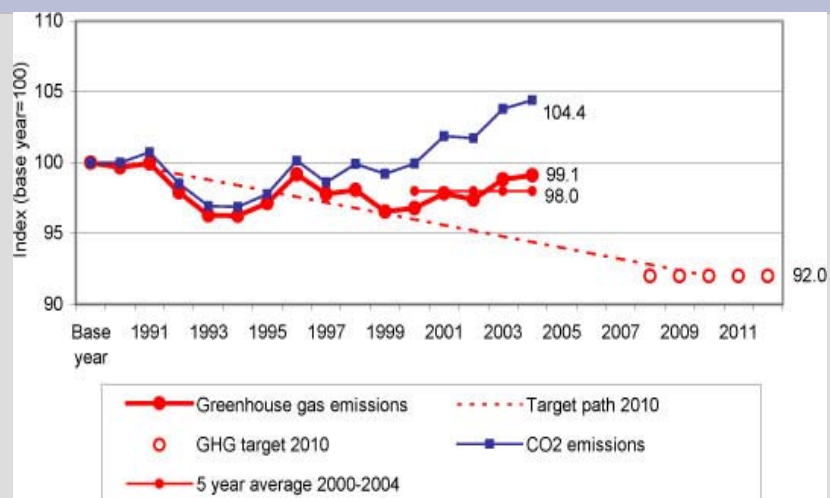
Using Cap and Share to control transport emissions

Richard Douthwaite

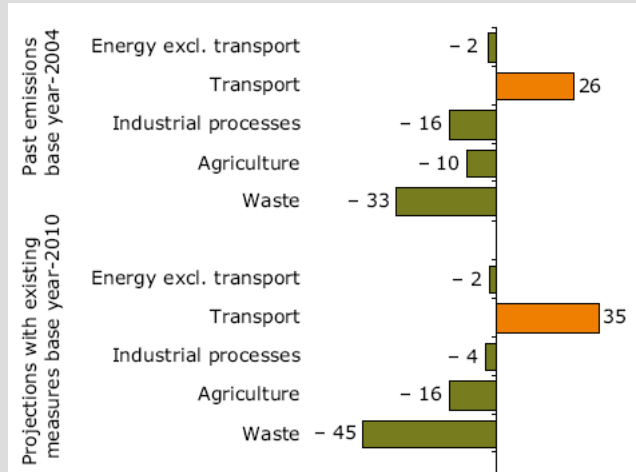
Feasta

The Foundation for the Economics of Sustainability, Dublin

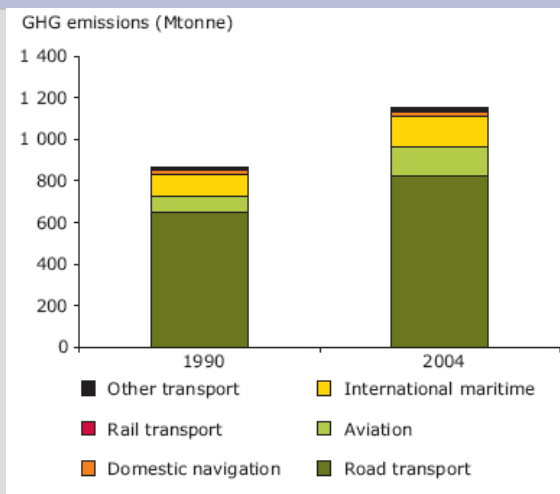
Total EU-15 greenhouse gas emissions in relation to the Kyoto target



Changes in EU-15 greenhouse gas emissions by sector between 1990 and 2004



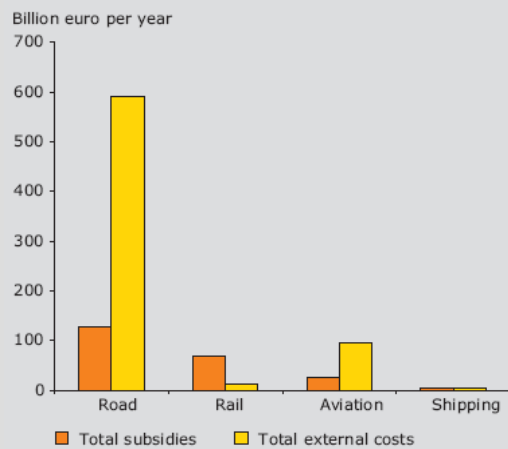
Road transport responsible for biggest growth in emissions



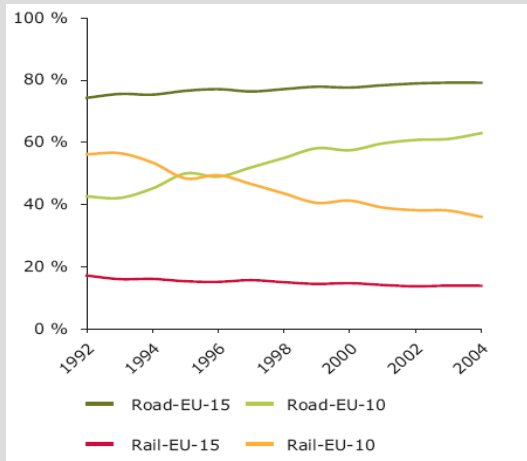
Change in EU-15 transport emissions, 1990-2004, by mode

Source	Change 1990-2004 ktonnes	Increase or decrease
Aviation	5,825	33%
Road total	163,703	26%
Road diesel	210,321	79%
Road petrol	-45,637	-13%
Road LPG	-1,481	-20%
Rail	-1,928	-23%
Water	1,728	9%
Total	169,328	24.8%

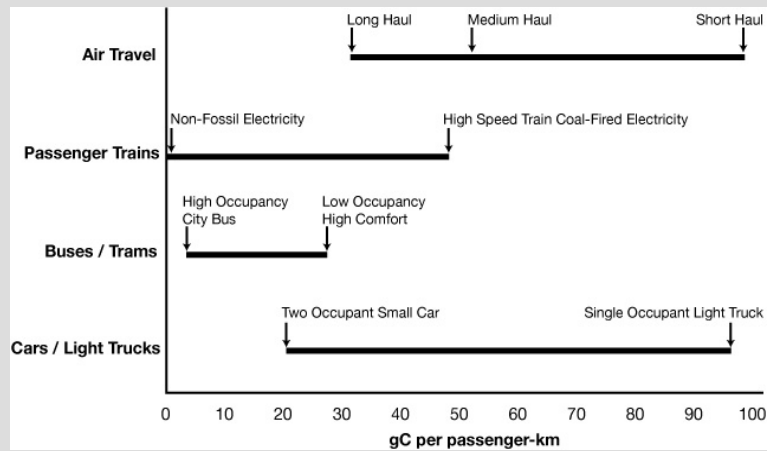
The environment gives the biggest subsidy to road use



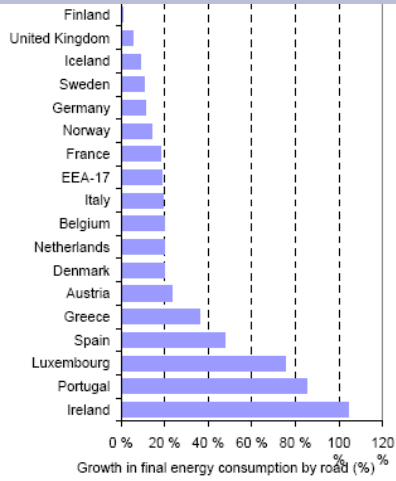
EU travellers shift from rail to road



Greenhouse emissions from the various transport modes overlap

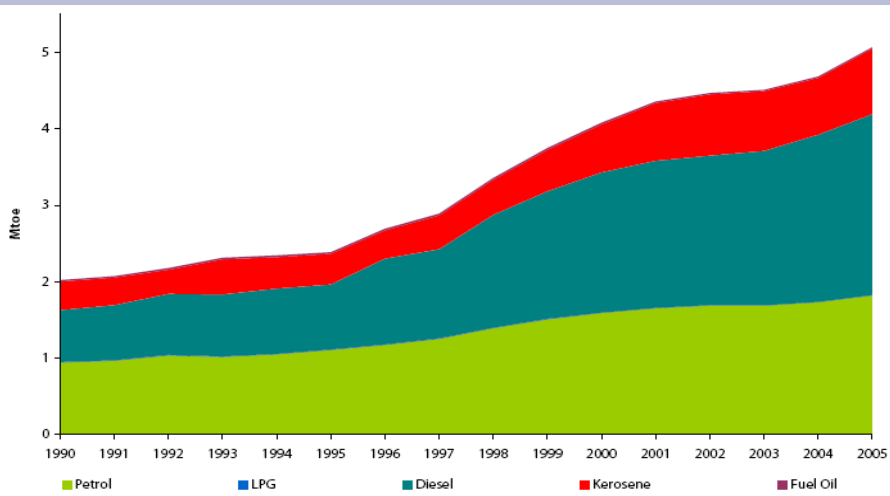


Growth in energy consumption by road between 1990 and 2000



Source: IEA, 2003.

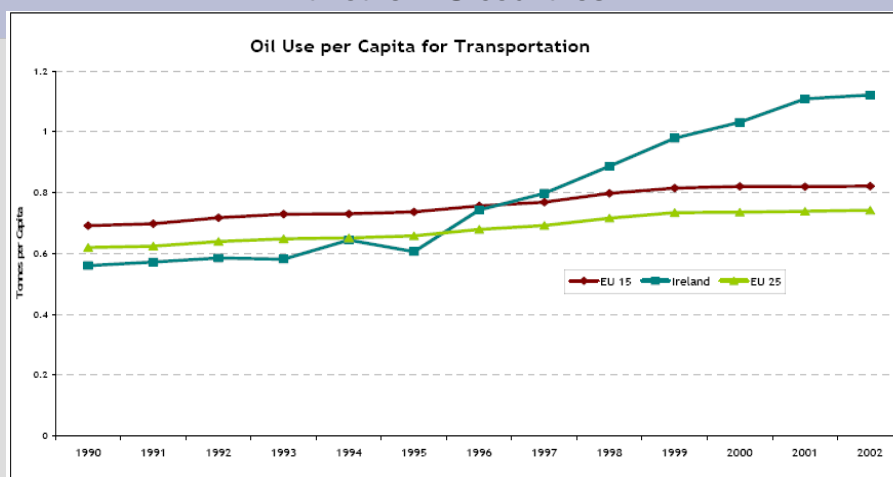
The growth of transport fuel use in Ireland since 1990



Comparison of growth in oil use between sectors

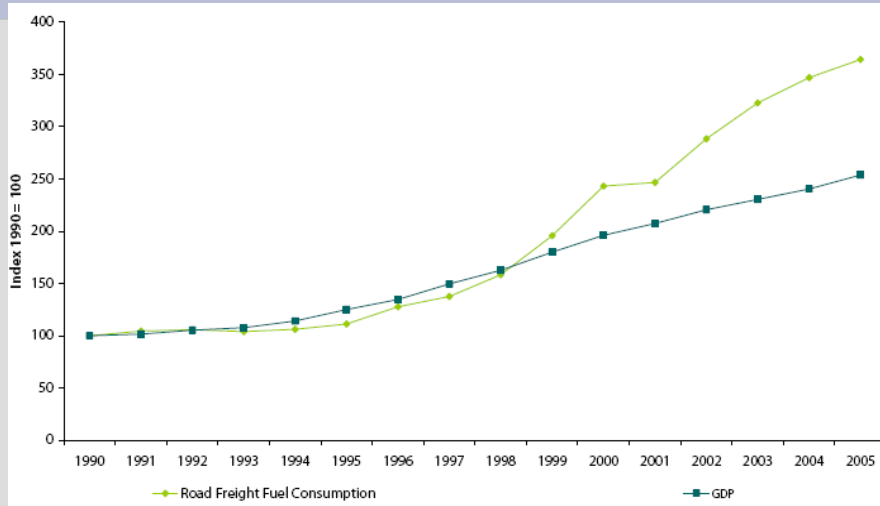
	Growth %
	1990 - '05
Industry	39.0
Transport	150.9
Residential	27.1
Commercial /Public	83.1
Agriculture	29.0
Total	72.2

How Ireland's oil use in transportation compares per person with other EU countries

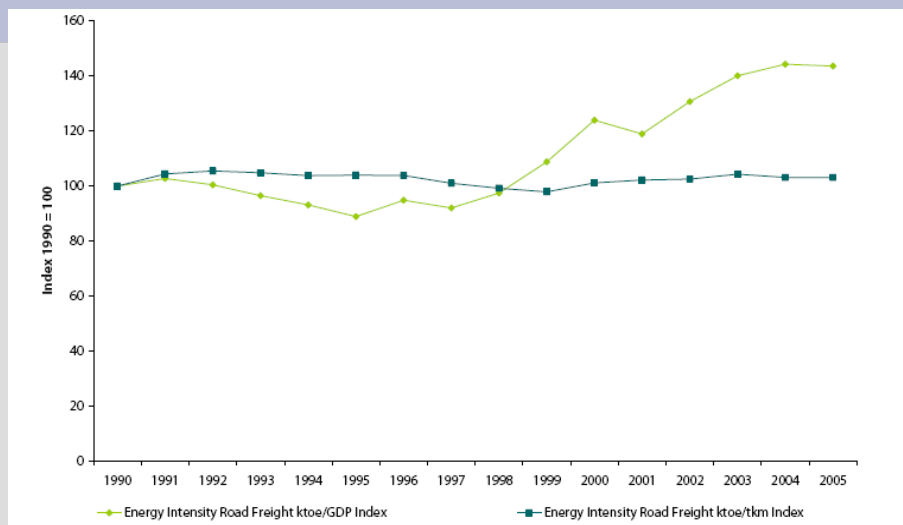


Source: Amárach Consulting, EU Energy & Transport Figures 2004

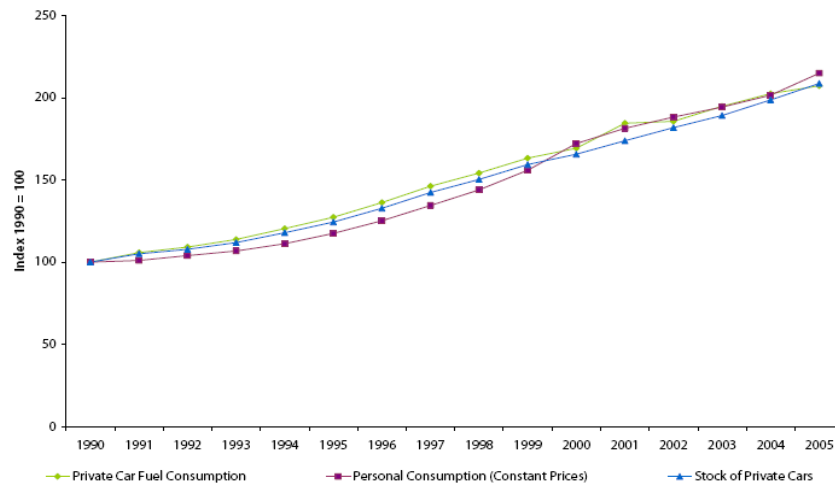
Road freight fuel consumption has broken its link with GDP growth



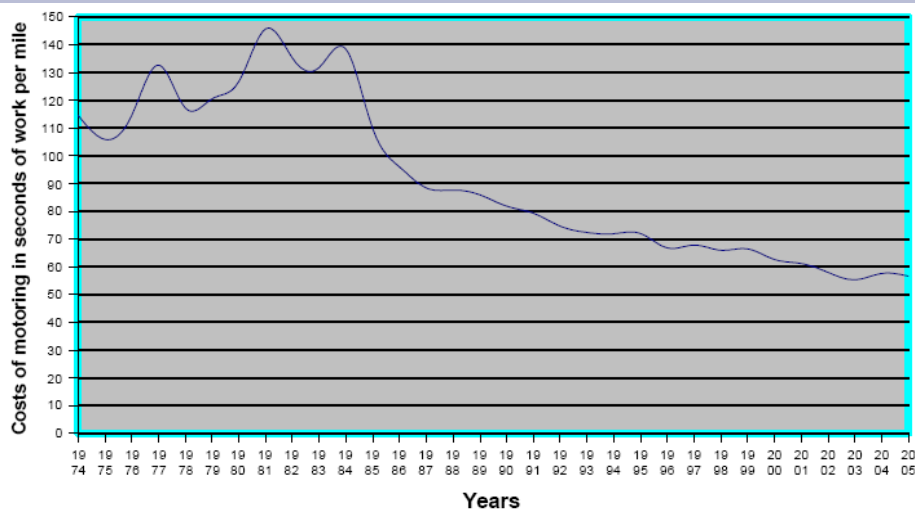
No improvement in energy efficiency of road freight



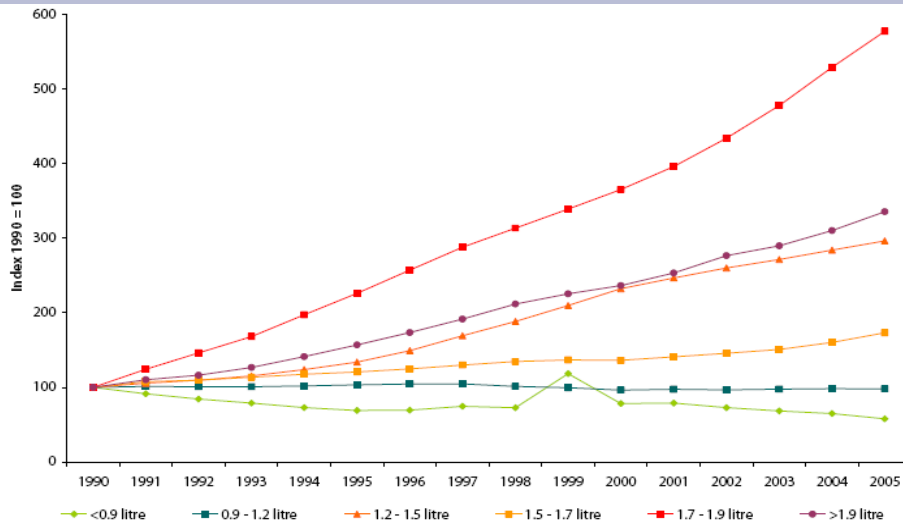
Private car fuel consumption has grown in step with people's incomes



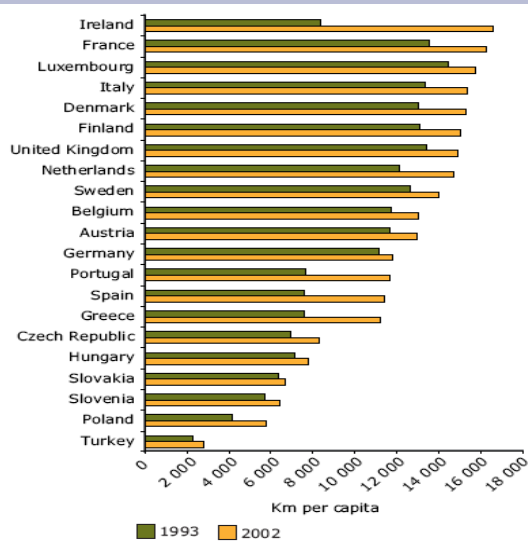
Real cost of motoring now half its 1970s and 80s level



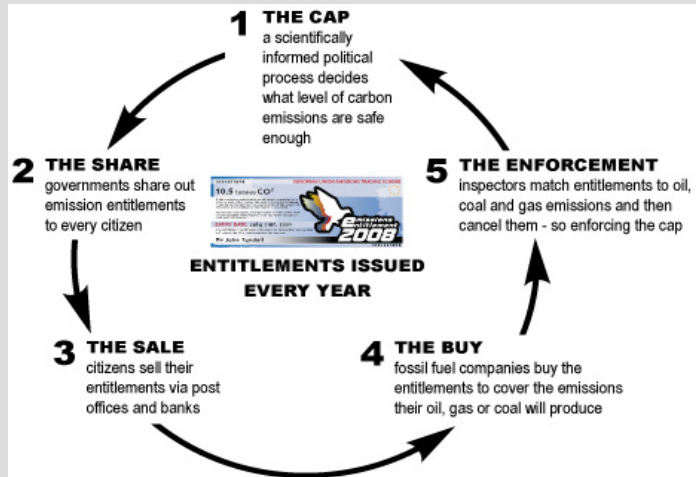
Growth in proportion of bigger-engined cars



Ireland is the most car-dependent European economy

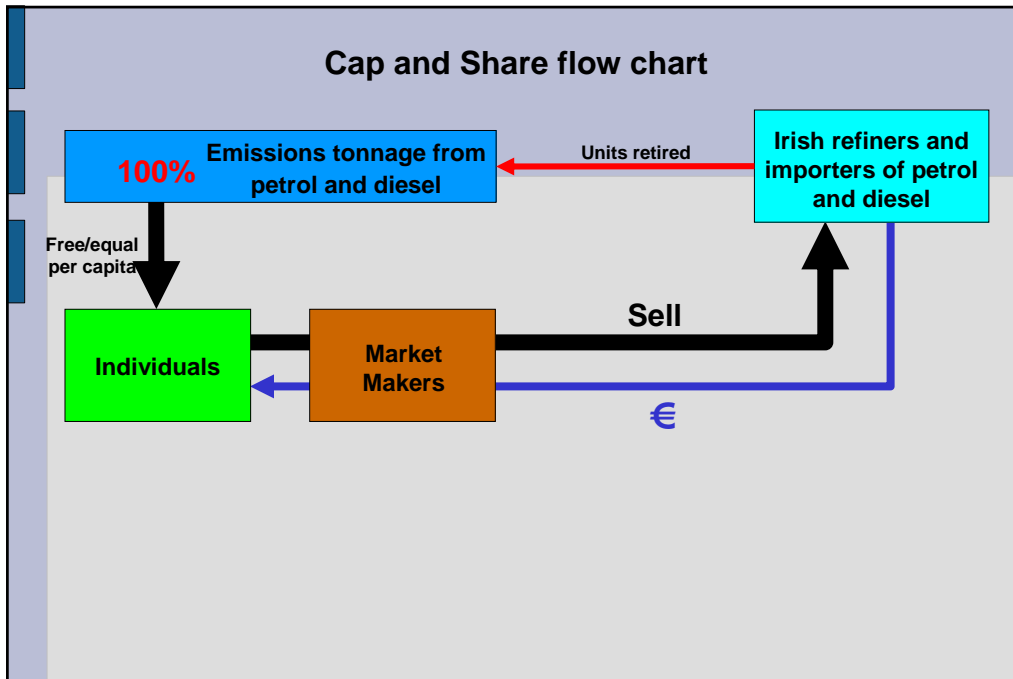


How Cap and Share would operate at an EU level



How a personal emissions entitlement might look





Advantages of Cap & Share 1

- Guarantees the emissions target can be met
- Would be seen as fair – protects the less well off
- Easy to implement - based on the electoral register
- Avoids the need for special tax breaks for biofuels
- Scheme could be extended to cover heating oils and gas

Advantages of Cap and Share 2

	Cap and Share	Excise duty/carbon tax	Congestion charge
Political acceptability	High	Low	Low
Achieves emissions target?	Yes	Uncertain	No