

DEMOGRAPHIA

Europe (EU-27) and United States Greenhouse Gase (GHG) Emissions From Freight Transport 2005 Tentative Estimate (See Cautionary Note)

FREIGHT MODE	Europe (EU-27)				United States			
	Market Share	Ton Miles (Billion)	Ton Kilometers (Billion)	Estimated GHG Tons (Million)	Market Share	Ton Miles (Billion)	Ton Kilometers (Billion)	Estimated GHG Tons (Million)
Truck/Lorry	44.8%	1,118	1,800	416	30.5%	1,173	1,888	437
Rail Freight	10.3%	257	413	4	40.9%	1,572	2,531	48
Inland Waterway	3.4%	86	138	4	8.7%	333	536	16
Pipeline	3.4%	84	136	5	13.5%	519	835	33
Coastwise & Ocean Shipping	38.1%	950	1,530	46	6.0%	229	368	11
Air Freight	0.1%	2	3	6	0.4%	15	24	52
Total	100.0%	2,496	4,020	481	100.0%	3,840	6,183	597

GHG INTENSITY

GHG Grams/Ton Mile	193	155
GHG Grams/Ton Kilometer	120	97

COMPARISON OF GHG INTENSITY

EU-27 Relative to US	24%	24%
US Relative to EU-27	-19%	-19%

CAUTIONARY NOTE

Because of differing reporting systems and data detail, it is not presently possible to readily obtain strictly comparable international data for comparison. This tentative estimate uses the assumptions indicated below, which may not be entirely reflective of the situation. This document is intended to provide preliminary, broad data. Demographia welcomes comments and additional sources that might improve these estimates.

SOURCES AND ASSUMPTIONS

In metric tons

Includes freight movement within the EU-27 and within the United States.

Volume data for 2005 from (1) EU Energy & Transport in Figures and (2) US DOT Transportation Statistics

GHG/Ton Mile estimated at US rate, using US DOE Energy Data Book 27 (2008) except as noted below

EU-27 freight rail GHG assumes 85% electric traction and European electricity generation efficiency

See: <http://ec.europa.eu/transport/rail/whatsnew/doc/impact-oilprices.pdf>

Coastwise shipping assumes Inland Waterway GHG factor

Air Freight GHG factor from:

http://www.ecometrica.co.uk/wp-content/uploads/GHG_Fact_Sheet_-_Carbon_Intensity_of_Freight_Options.pdf