



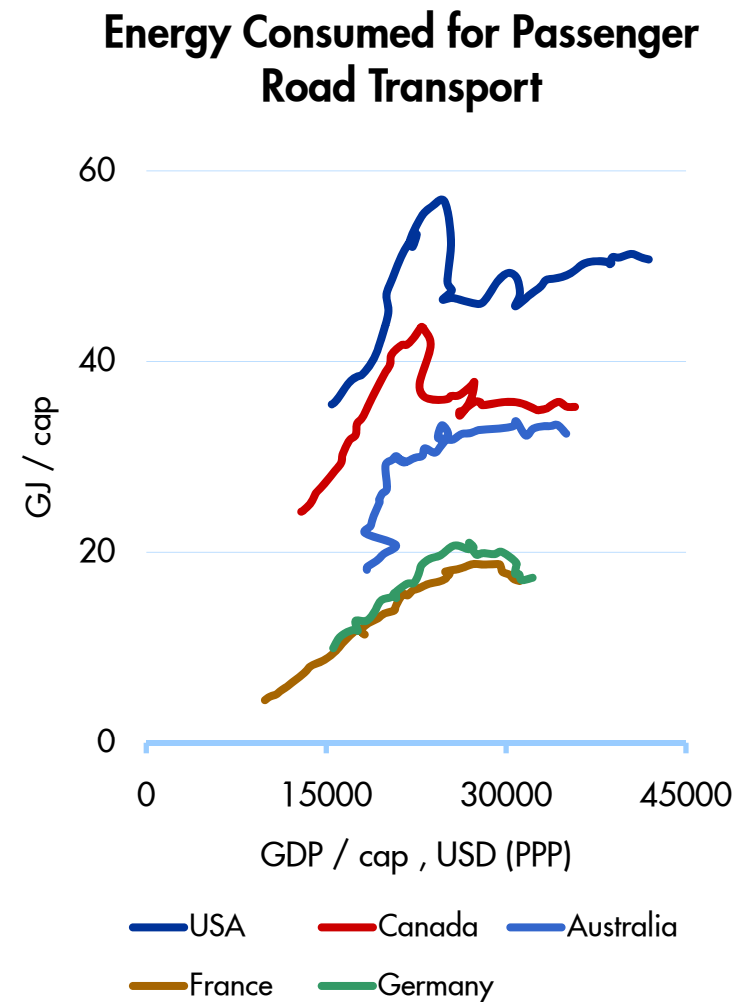
# Passenger Road Transport in the Long Run

A case study applied to China and India

Katharina Gruenberg  
Energy Econometrician, Global Business Environment

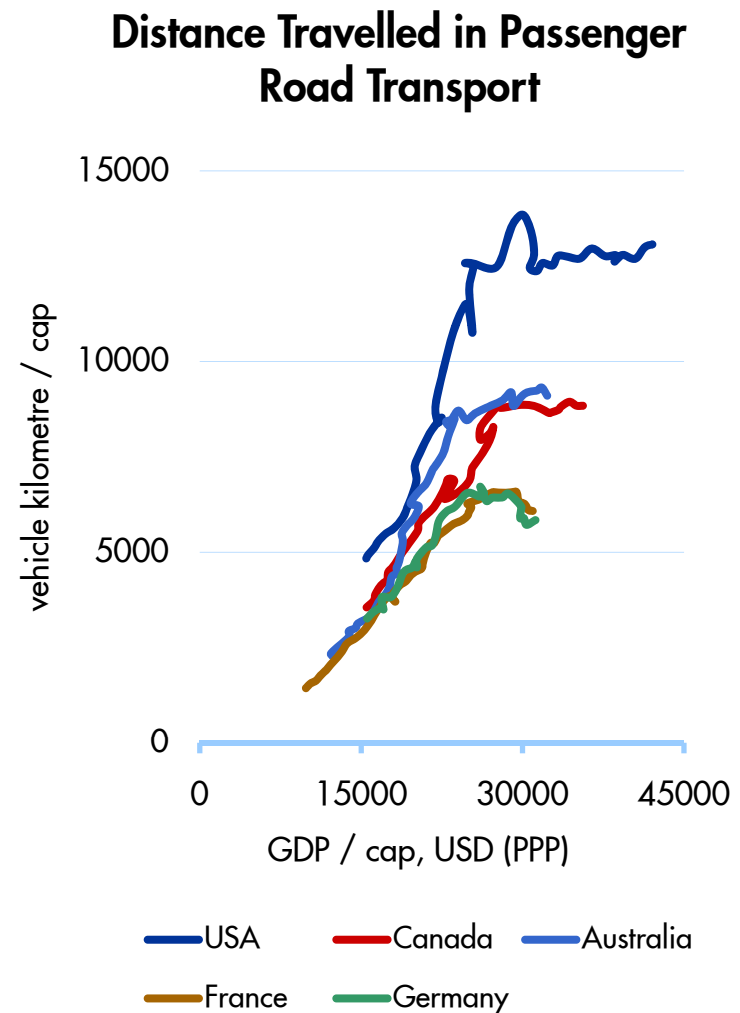
# Historic Energy Ladder for Passenger Road Transport

- 20% of global energy consumption
- 50% of global oil consumption
- Energy consumption varies strongly between countries



# Historic Travel Ladder for Passenger Road Transport

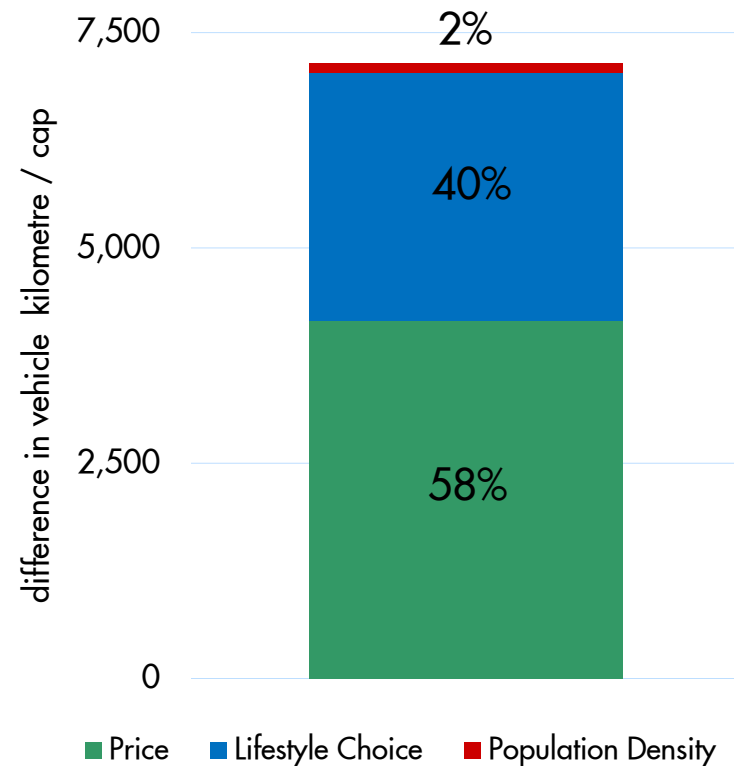
- Correcting for fuel economy differences reduces the country variation



# Travel Demand Depends on Infrastructure

- The price at the time of the infrastructure development has a large influence on future demand patterns.

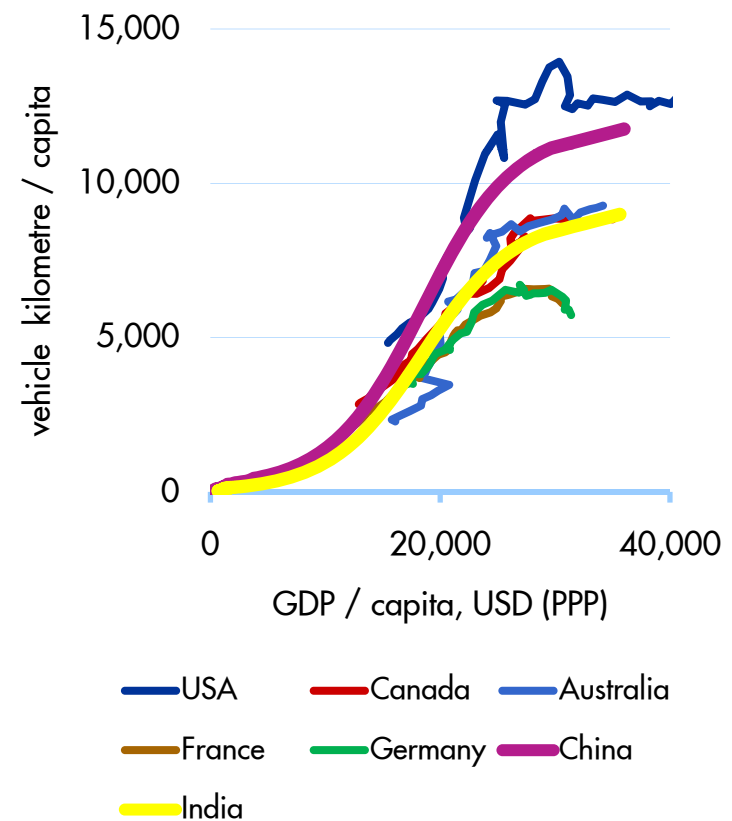
Contributions to Difference in Driving Distance between the USA and EU15 -2



# China and India Developing in Current Subsidy Environment

- China could consume 30 EJ at \$30,000 GDP per capita
- India could consume 35 EJ at \$30,000 GDP per capita
- World consumption for passenger road transport in 2050: 120 EJ (tripling from today)

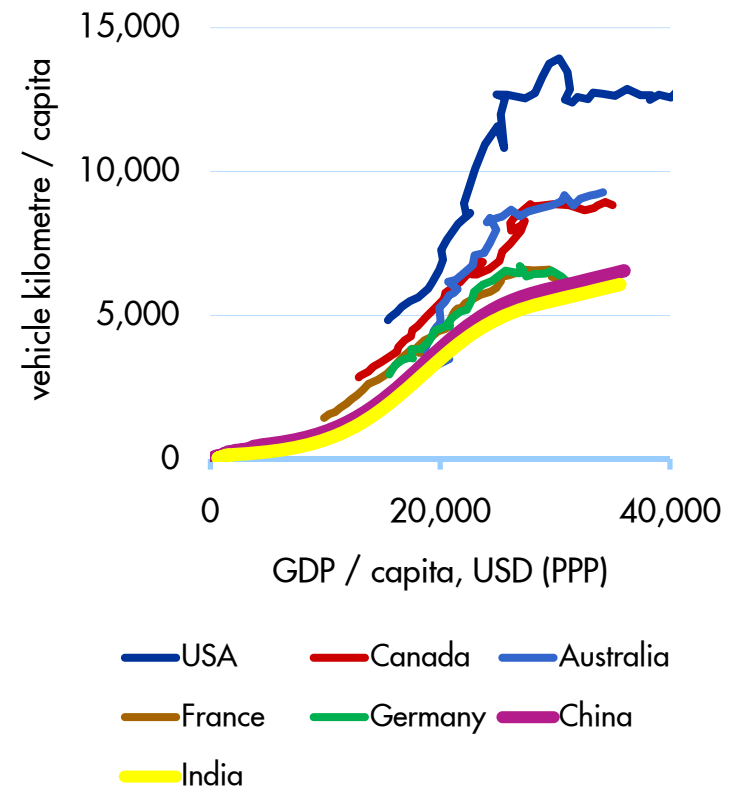
Development of China and India in Current Subsidy Environment



# China and India Developing in Current European Tax Environment

- China could consume 20 EJ at \$30,000 GDP per capita
- India could consume 25 EJ at \$30,000 GDP per capita
- World consumption for passenger road transport in 2050: 80 EJ (doubling from today)

Development of China and India in European Tax Environment



# World Energy Demand in Passenger Road Transport under Two Policy Scenarios

- China's upcoming energy surge will impact the global level
- Prices today determine the energy path of the future for developing

## World Energy Consumption for Passenger Road Transport

