

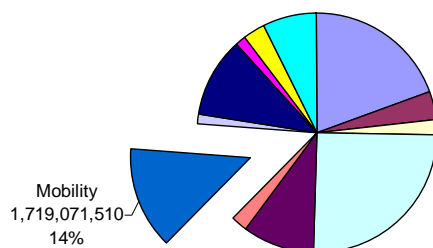
OPB Global Mobility Scenarios – Summary Results

Introduction

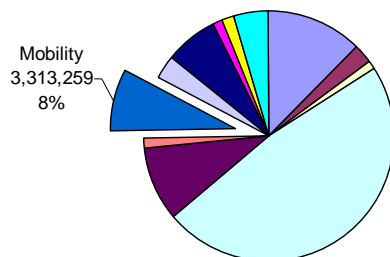
This Report should be read in conjunction with the associated data file Mobility Scenarios_Worksheet.xls which contains more detailed data and the calculations used to determine the results given here.

A full Methodology Report is available at <http://www.bestfootforward.com/opb.html>

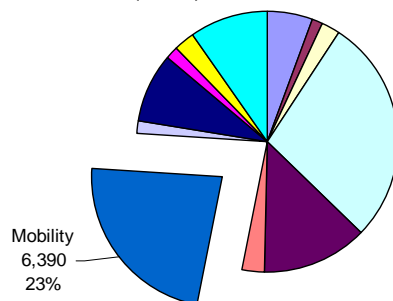
Scenario 1: What is the global footprint of mobility (as defined by COICOP transport category¹)? Answer: 14% or 1,719,071,510 gha (global hectares)



Scenario 2: What is the percentage of global material use² (measured by mass) attributable to mobility (as defined by COICOP transport category¹)? Answer: 8% or 3,313,259 thousand tonnes.



Scenario 3: What is the percentage of global CO₂ emissions attributable to mobility (as defined by COICOP transport category¹)? Answer: 23% or 6,390 million tonnes of carbon dioxide (CO₂)



¹ COICOP spending category 07 ('Transport') includes purchase of motor cars, motorcycles, horse-drawn vehicles and bicycles (excluding recreation vehicles), vehicle servicing and parts, fuel costs, vehicle testing, driver tests, car hire (for own use), road tolls, travel by road, rail, sea or air. For full definition see: <http://unstats.un.org/unsd/cr/registry/regcs.asp?Cl=5&Lg=1&Co=07>

² Includes fossil fuels, biomass, minerals and metals

Scenario 4: What is the environmental impact (CO₂ emissions sector by sector) of consumer spending on mobility? Here we define sectors using the OECD classification (which divides the economy into 48 sectors).

OECD IO INDUSTRY	NOMENCLATURE	Mtonnes CO₂	%
8	Coke, refined petroleum products and nuclear fuel	909	14%
13	Iron & steel	283	5%
21	Motor vehicles, trailers & semi-trailers	833.14	13%
31	Wholesale & retail trade; repairs	1,018.76	16%
33	Land transport; transport via pipelines	1,811.62	29%
34	Water transport	281.84	4%
35	Air transport	398.25	6%
	Other sectors (< 4% contribution)	748.66	12%

Note: Sectors making a contribution of less than 4% are shown aggregated in table as 'Other sectors'.

Scenario 5: What is the environmental impact (material use sector by sector) of consumer spending on mobility? Here we define sectors using the OECD classification (which divides the economy into 48 sectors).

OECD IO INDUSTRY	NOMENCLATURE	000's tonnes	%
8	Coke, refined petroleum products and nuclear fuel	718,441	23%
13	Iron & steel	219,459	7%
21	Motor vehicles, trailers & semi-trailers	561,185	18%
31	Wholesale & retail trade; repairs	691,045	22%
33	Land transport; transport via pipelines	315,820	10%
44	Public admin. & defence; compulsory social security	158,243	5%
	Other sectors (< 4% contribution)	489,923	16%

Note: Sectors making a contribution of less than 4% are shown aggregated in table as 'Other sectors'. Note that air transport = 3% and water transport = 1%.

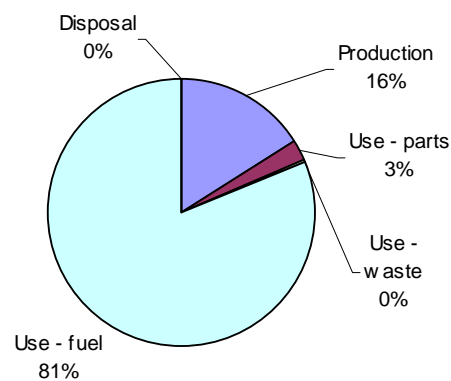
Scenario 6: What is the environmental impact (ecological footprint sector by sector) of consumer spending on mobility? Here we define sectors using the OECD classification (which divides the economy into 48 sectors).

OECD IO INDUSTRY	NOMENCLATURE	Footprint (gha)	%
8	Coke, refined petroleum products and nuclear fuel	171,138,493	10%
13	Iron & steel	61,734,851	4%
21	Motor vehicles, trailers & semi-trailers	211,050,080	13%
31	Wholesale & retail trade; repairs	344,299,230	20%
33	Land transport; transport via pipelines	485,699,738	29%
34	Water transport	77,236,083	5%
35	Air transport	107,692,092	6%
44	Public admin. & defence; compulsory social security	61,633,770	4%
	Other sectors (< 4% contribution)	167,052,425	10%

Note: Sectors making a contribution of less than 4% are shown aggregated in table as ‘Other sectors’.

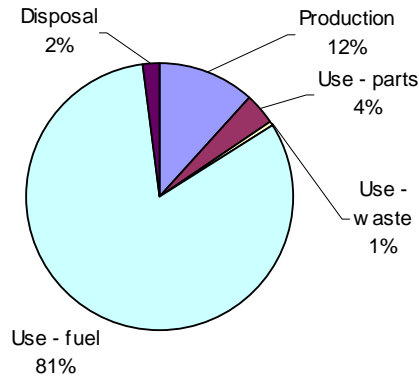
Scenario 7: Impact over life cycle of car; production, use, disposal – CO2

Here the direct CO₂ emissions attributable to the production, use and disposal phases of a typical car’s life cycle are shown. A vehicle life of 150,000 kilometres is assumed for a typical small family car. Note that fuel use predominates.



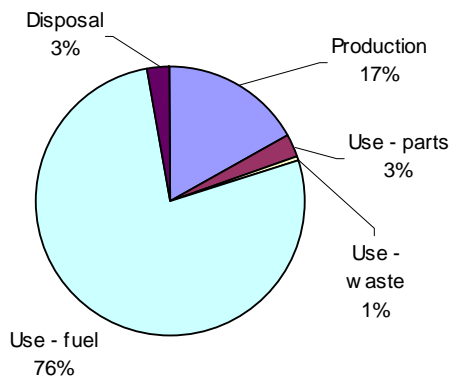
Scenario 8: Impact over life cycle of car; production, use, disposal – Materials

Here the material use (including fuels) attributable to the production, use and disposal phases of a typical car's life cycle are shown. A vehicle life of 150,000 kilometres is assumed for a typical small family car. Note that fuel use predominates. Disposal refers to that portion of the vehicle's materials which are landfilled (rather than re-used or recycled) at the vehicle end-of-life.

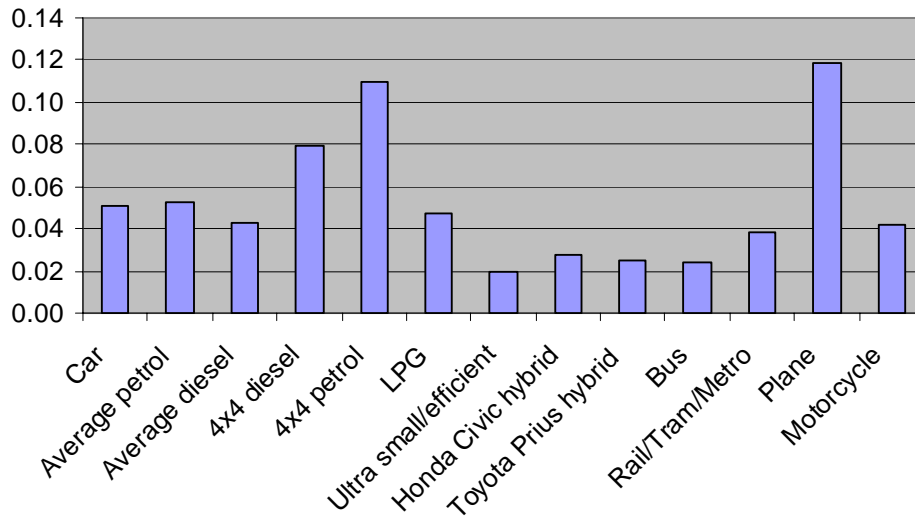


Scenario 9: Impact over life cycle of car; production, use, disposal – Footprint

Here the footprint (including fuels) attributable to the production, use and disposal phases of a typical car's life cycle are shown. A vehicle life of 150,000 kilometres is assumed for a typical small family car. Note that fuel use predominates. Disposal refers to that portion of the vehicle's materials which are landfilled (rather than re-used or recycled) at the vehicle end-of-life.

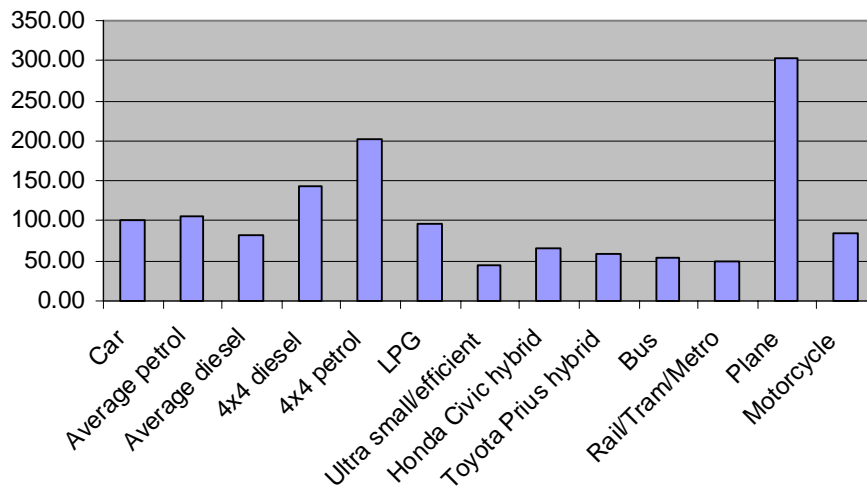


Scenario 15: footprint (gha per 1000 passenger kilometres) by transport mode.



Note: Typical occupancy rates are assumed. Upper atmosphere effects of air travel are omitted

Scenario 16: kg CO₂ per passenger kilometre by transport mode (CO₂ emissions in kg per 1000 passenger kilometres assuming average occupancy rates).



Note: Typical occupancy rates are assumed. Upper atmosphere effects of air travel are omitted