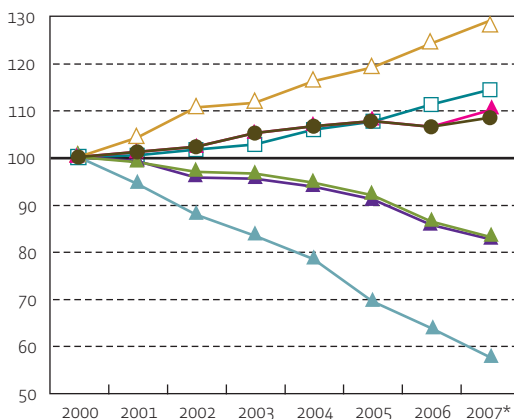
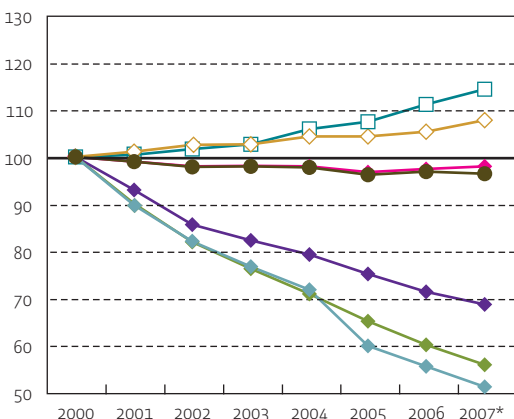


index (2000=100)

passenger transport

index (2000=100)

freight transport



- gross domestic product (GDP)
- ◇ passenger kilometres
- ▲ passenger energy consumption
- passenger greenhouse gas emissions
- ◆ passenger acidifying emissions
- ◆ passenger ozone precursor emissions
- ◆ passenger particulate matter emissions PM2.5 (exhaust)
- ▲ tonne kilometres
- ▲ freight energy consumption
- freight greenhouse gas emissions
- ▲ freight acidifying emissions
- ▲ freight ozone precursor emissions
- ▲ freight particulate matter emissions PM2.5 (exhaust)

\* provisional figures

The calculation of the energy use and the emissions was adjusted for all modes compared to MIRA-T 2007. The results for most pollutants are lower than in the previous calculations.

For rail, only the activities, energy use and emissions of diesel trains are included.

Source: MIRA based on De Lijn, Flanders Energy Balance VITO, HERMREG, FODMV, NIS, NMBS, NV De Scheepvaart, PBV, VMM, W&Z

## Eco-efficiency of passenger transport better than that of freight transport

The energy consumption of passenger transport (road and rail traffic) decreased by 2.1 % in the period 2000-2007. There was an absolute decoupling with the passenger kilometres. The energy consumption of goods transport (road and rail traffic and inland navigation) increased by 9.9 % in this period; although a relative decoupling occurred with the tonne kilometres. The CO<sub>2</sub> emissions followed this trend up to 2006. In 2007 there was a slight deviation due to the use of biodiesel by road traffic. Biofuels are considered to be CO<sub>2</sub> neutral. The changes in the energy consumption and the CO<sub>2</sub> emissions were largely determined by road traffic, which represents the bulk of transport flows. The gradual increase of diesel cars in the vehicle fleet and an increased availability and purchase of more energy efficient vehicles explain the slight fall for passenger transport. The stronger growth in freight transport, on the other hand, resulted in rising greenhouse gas emissions.

Both for passenger and freight transport, the ozone precursor emissions, acidifying substances and PM<sub>2.5</sub> was lower in 2007 than in 2000. This is the result of the stricter European emission standards for new vehicles and fuels. Due to the strong growth in activity, emissions from freight transport decreased less strongly than those from passenger transport. The introduction of Euro 4 engines in 2005 caused a stronger decrease in the emissions of fine particles (PM<sub>2.5</sub>) in both passenger and freight transport.

	GDP (10 <sup>9</sup> euro)	passenger km or tonne km (10 <sup>9</sup> )	energy consumption (PJ)	greenhouse gases (ktonnes CO <sub>2</sub> -eq)	ozone precursors (tonnes TOFP)	acidifying pollutants (10 <sup>6</sup> Aeq)	PM <sub>2.5</sub> (tonnes)
passengers 2000	144.3	62.03	110.9	8 165	87 208	1 031	2 630
passengers 2007*	164.9	66.83	108.6	7 867	48 786	708	1 348
freight 2000	144.3	34.89	68.3	5 035	72 344	1 245	2 227
freight 2007*	164.9	44.96	75.0	5 455	60 055	1 027	1 279