

5-4 ECO-EFFICIENCY OF THE TRANSPORT SECTOR

The environmental impacts of the transport sector is mainly linked to emissions of air pollutants, due in particular to fuel consumption. Evaluating the eco-efficiency of this sector therefore basically involves comparing the evolution in the demand for transport to that of its atmospheric emissions.

KEY MESSAGE

Transport activities¹ increased steadily until 2007. In 2012, they were responsible for consuming 32.7 TWh of energy, mainly in the form of liquid fuels. The increase in energy demand has nevertheless been somewhat less than the overall increase in transport demand, reflecting a number of factors: increasing use of public transport, fleet renewal, a drop in average engine size, improved engine performance², lorry load optimisation, etc. As transport is still largely dependent on traditional fuels, greenhouse gases emissions continue to develop in line with energy consumption³. Nevertheless since 1990 the emissions of acidifying substances, ozone precursors and metallic trace elements have become decoupled from energy consumption. This mainly reflects improved engine performance, the installation of catalytic converters and changes in fuel composition. The Directive 98/70/EC in its amended version⁴ prohibited leaded petrol and promoted the desulphurisation of fuels.

Evaluation

Irrelevant or unfeasible evaluation

[1] Including international transport, excluding air transport

[2] In particular due to the "Euro 1" to "Euro 6" standards gradually limiting the pollutant emissions of new vehicles

[3] Data relating to emissions and energy are calculated using different methodologies, which may explain certain divergent evolutions (e.g. 2008, 2011), complicating the interpretation of recent years.

[4] Directive relating to the quality of petrol and diesel fuels

Fig. 5-4 Eco-efficiency of the transport sector in Wallonia*

