

**DOCKETED**

<b>Docket Number:</b>	20-IEPR-02
<b>Project Title:</b>	Transportation
<b>TN #:</b>	233408
<b>Document Title:</b>	Presentation - Trends in larger vehicles
<b>Description:</b>	Presentation Leonardo Paoli
<b>Filer:</b>	Raquel Kravitz
<b>Organization:</b>	IEA
<b>Submitter Role:</b>	Public
<b>Submission Date:</b>	6/9/2020 5:22:38 PM
<b>Docketed Date:</b>	6/10/2020

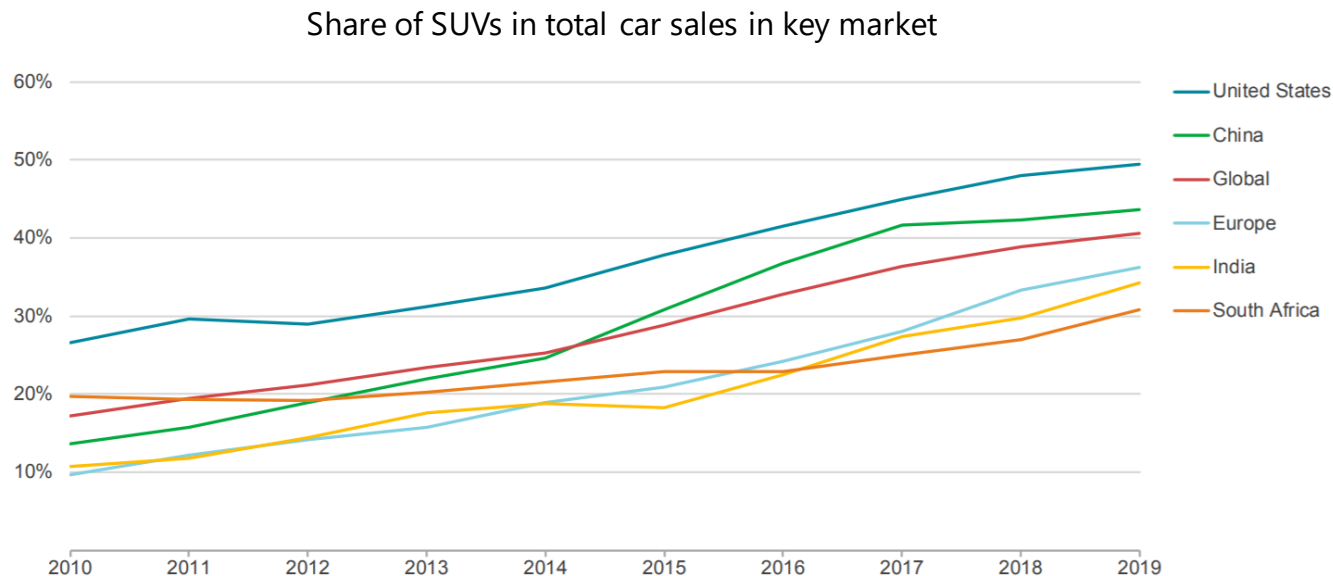


# Trends in larger vehicles

Leonardo Paoli, energy and transport analyst

Paris, 11 June 2020

# Global SUV market share



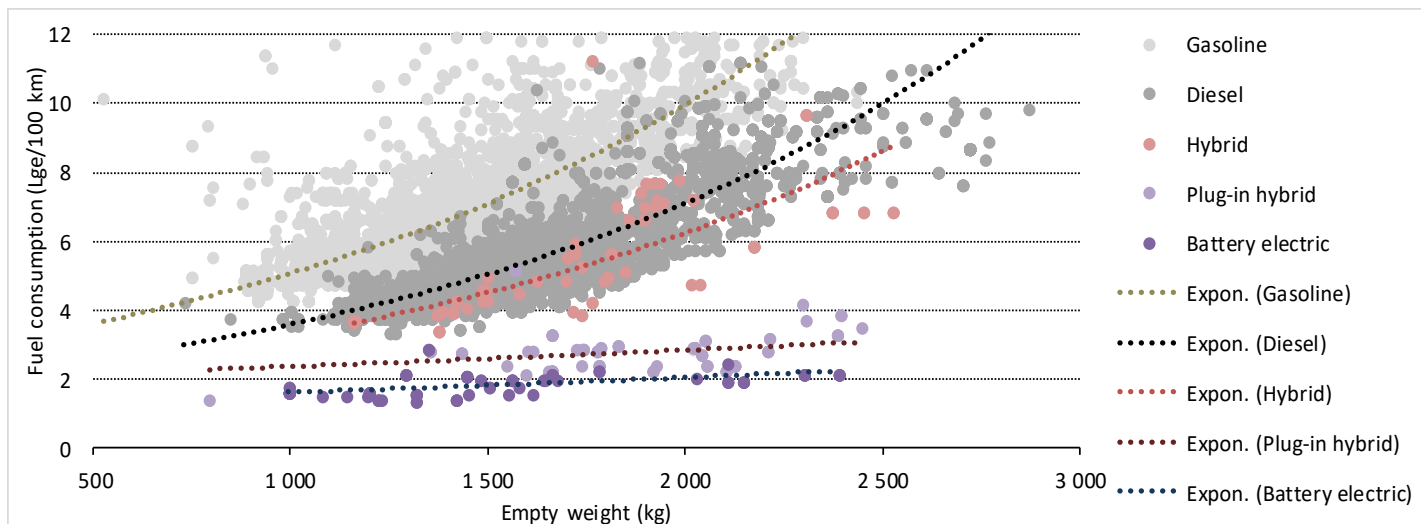
IEA 2020. All rights reserved.

Notes: Crossover utility vehicles are not included in SUVs. Pickup trucks reported as commercial vehicles (e.g. for fleets) not included.

SUV sales accounted for 60% of the global car fleet expansion since 2010, dampening fuel economy improvements and making the challenge of cutting transport emissions harder

# Larger vehicles consume more fuel

Vehicle consumption as function of curb weight

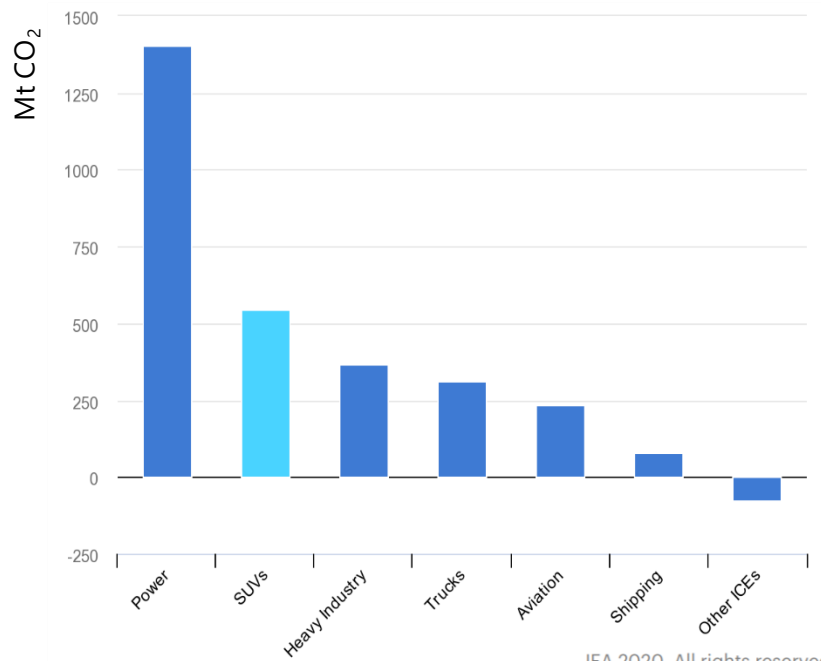


IEA 2020. All rights reserved.

Larger vehicles consume more in all powertrains, fuel consumption savings from electrification are larger for heavier vehicles

# Impact of SUVs CO2 emissions

Change in global CO2 emissions by energy sector, 2010-2018



IEA 2020. All rights reserved.

SUVs are responsible for 500 Mt CO2 of global emission increases since 2010

# Examples of policies that disincentivise larger vehicles

---

## **Direct disincentive:**

Weight based registration or ownership taxes

Relatively rare, examples are Norway and Netherlands

## **Indirect disincentive:**

CO<sub>2</sub>-based registration or ownership taxes

Relatively common

Engine size-based registration or ownership taxes

Common in Europe and Asia

iea