



Second meeting of the project  
“Monitoring of EU and national energy  
efficiency targets” (ODYSSEE-MURE 2010)  
Ljubljana, 31 march-1st April 2011

# A comparison of top down saving calculation methods for transport in The Netherlands

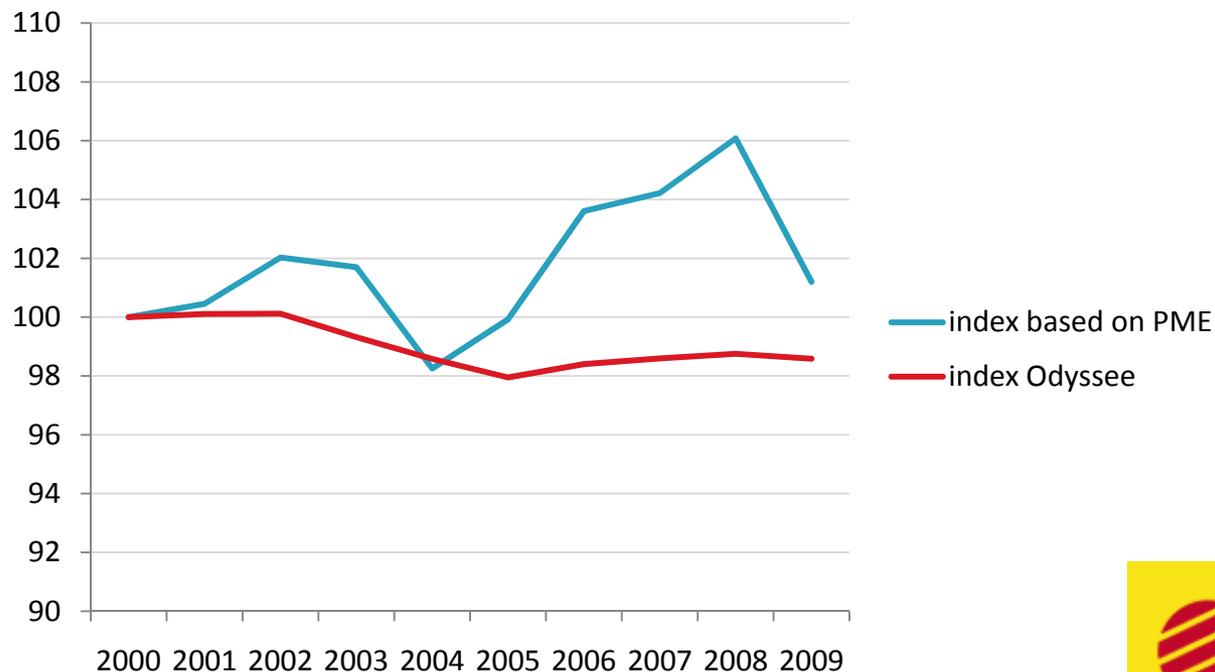
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# Comparing savings in transport: Odyssee vs. PME

## Observation:

- Odyssee reports low, but positive savings for transport in The Netherlands
- The Dutch national method for top-down energy savings calculations, PME, results in mostly negative savings

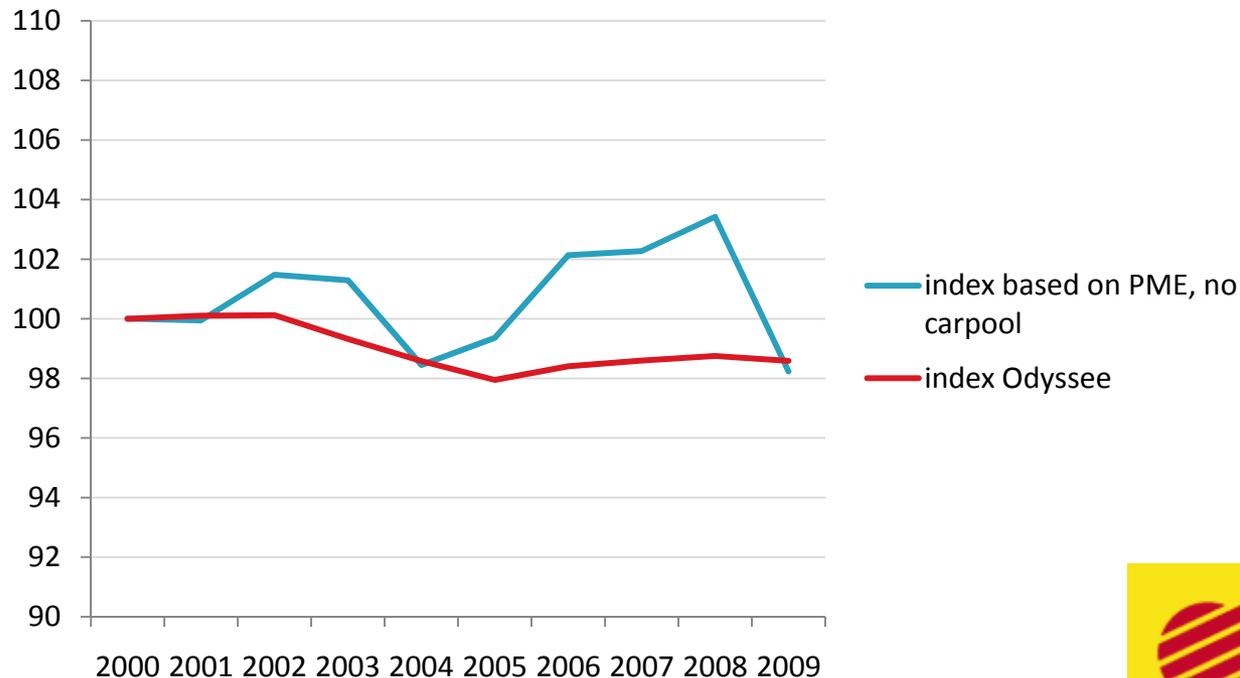


# Differences between Odyssee and PME: cars

Cars: vehicle kilometres (Odyssee) vs. person kilometres (PME)

Another difference in road transport is the use of vehicle km vs. ton km for light trucks, but this has been ignored here

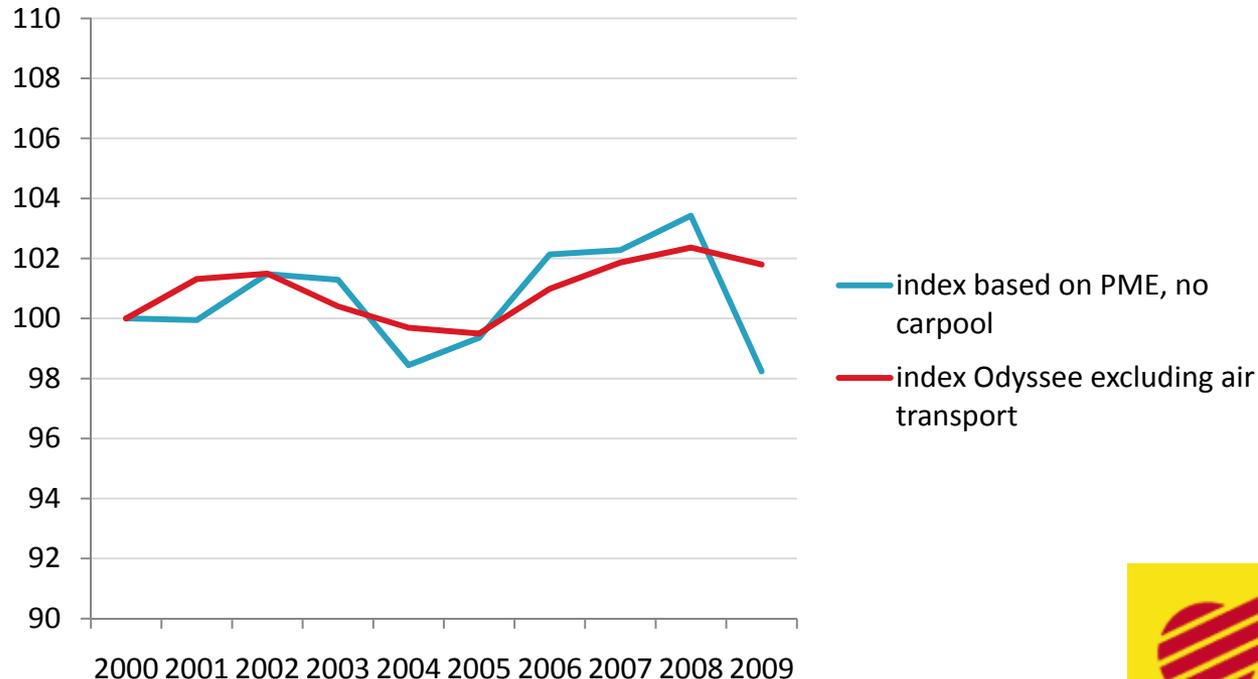
After changing person kms to vehicle kms, the PME based index looks like this:



# Differences between Odyssee and PME: air transport

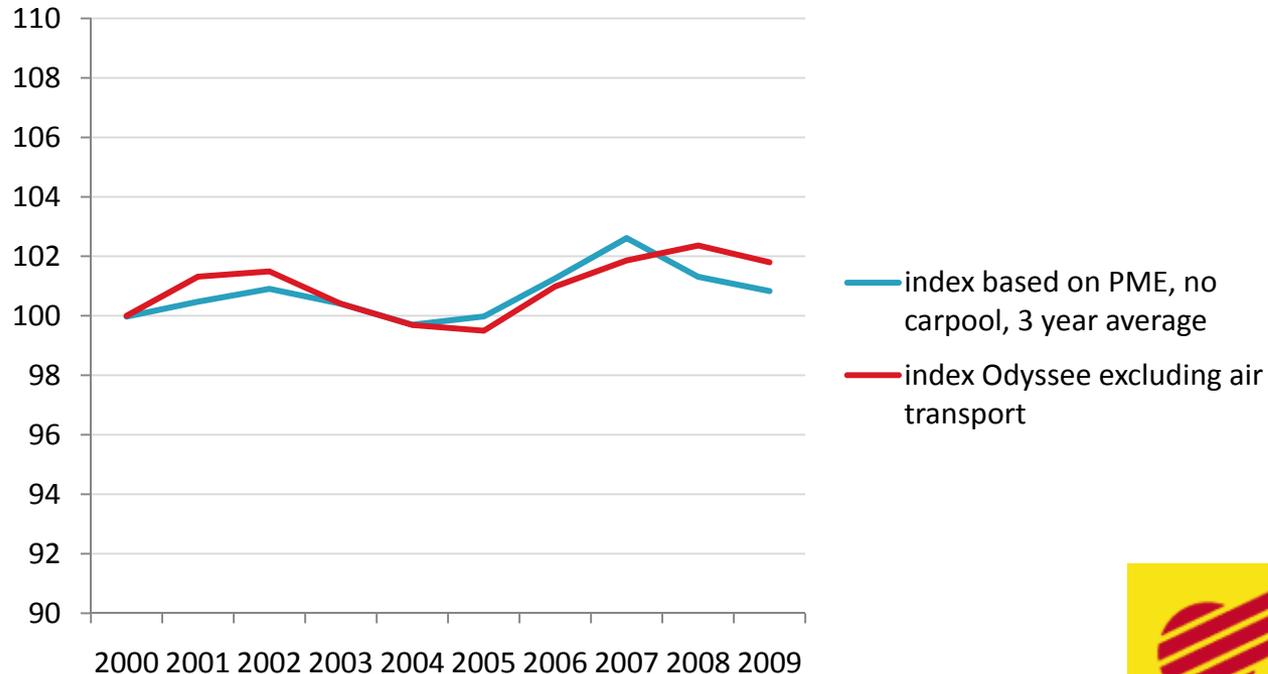
Air transport: the transport ODEX as published on the website includes all air transport, PME only includes national air transport

With the ODEX excluding air transport (from the Odyssee template) the index looks like this:



# Differences between Odyssee and PME: air transport

The match gets even better when averaging the PME derived index over three years, just like the Odyssee index:



# Differences between Odyssee and PME: conclusion

- The different results of the standard transport ODEX and the savings for transport according to PME can be explained by the choice of 'energy relevant quantities' in passenger cars, and by the inclusion or exclusion of air transport
- Both models are consistent after all
- Both top down methods result in negative savings for domestic transport in The Netherlands