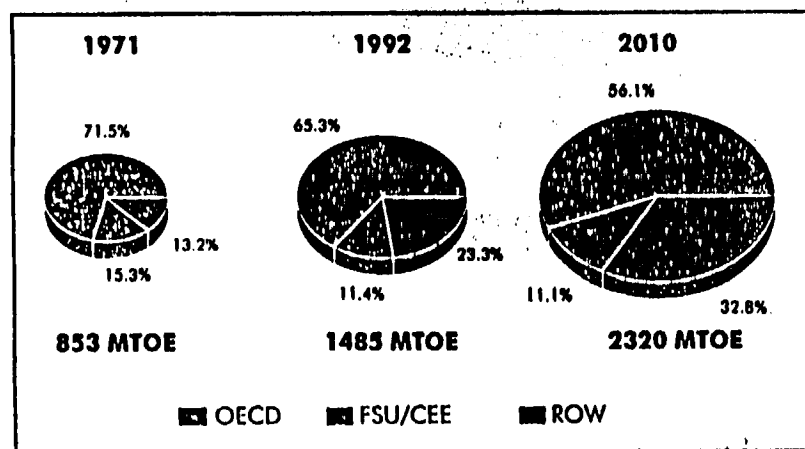


speed. Short trips from cold start are far more fuel intensive than trips with the engine warm. Declining average vehicle occupancy rates often lead to an increase in transport energy intensity. US data indicate a steady decline of the occupancy rate of passenger cars from 2.08 in 1966 to 1.58 in 1992.<sup>17</sup>

## II.2. Regional Variation in Transport Fuel Consumption

Over the past twenty years, total world transport sector energy consumption has grown by 2.7 per cent per annum. Within the OECD, growth was the slowest in North America, reflecting its relative high degree of saturation in the transport sector.

Figure 7.4: Transport Sector Energy Consumption



Growth in ROW was more than twice the rate in the OECD. Within ROW, growth was exceptionally high in the Middle East and China. During the 1980s, total transport energy demand in South Korea grew, on average, by more than 14 per cent per annum and is now more than seven times its 1971 level. During the 1970s, growth was very high in Mexico and the Middle East and, although, growth slowed substantially during the 1980s, the composite growth rates from 1971 to 1992 were still quite high, at 5.9 and 9.6 per cent per annum respectively.

World transport energy demand is expected to grow by 2.5 per cent per annum over the outlook period. Average growth in transport sector energy demand is expected to be 1.6 per cent in the OECD, 2.4 per cent in

17. U.S. Department of Transportation (1995).

FSU/CEE, and 4.5 in the ROW, from 1992 to 2010. The highest growth is projected for South Asia, at more than 6 per cent annually, and the lowest for North America, at 1.5 per cent. As in the past, within the OECD, the highest growth rate is in the Pacific region, at 2.1 per cent. Compared with the historical trends, growth over the outlook period will be slower in all the regions, with the exception of South Asia and CEE/FSU.

Table 7.1: Transport Energy Demand Growth Rates (% p.a.)

	1971-1992		1992-2010		
	Total Transport		Gasoline	Diesel	Aviation Fuels
North America	1.6	1.5	0.9	2.3	2.6
Mexico	5.9	3.2	3.0	3.0	5.2
OECD Pacific	3.8	2.1	2.1	2.1	2.3
OECD Europe	3.0	1.7	1.1	2.1	2.9
OECD	2.2	1.6	1.1	2.2	2.7
FSU/CEE	1.2	2.4	2.7	2.6	2.3
South America	3.2	3.3	3.6	3.4	2.9
Brazil*	4.1	3.4	4.5	3.7	3.3
Africa	3.6	3.4	3.4	3.5	3.2
South Africa	1.6	3.2	3.2	3.3	2.8
Middle East	9.6	2.9	2.8	3.0	3.0
East Asia	6.5	5.7	5.7	6.1	5.9
South Asia	3.6	6.1	7.4	6.5	4.3
China	11.8	5.4	6.4	7.9	8.7
ROW	5.5	4.5	4.6	5.0	4.6
<b>World</b>	<b>2.7</b>	<b>2.5</b>	<b>2.1</b>	<b>3.3</b>	<b>3.1</b>

\* Data for gasoline does not include alcohol.

Of the principal road transportation fuels, demand for diesel fuel, in all the regions except Mexico, showed the highest growth rate from 1971 to 1992. Diesel is expected to continue to be the fastest growing fuel over the outlook period, with projected growth of 2.2 per cent in the OECD (compared to 1.1 per cent for gasoline), 5.0 per cent in the ROW (4.6 per cent for gasoline) and 3.3 per cent for the world as a whole (2.1 per cent