








## CIVITAS indicators

Share of zero or low emissions technologies on new registered road vehicles (ENV\_PL\_PF1)

### DOMAIN

				
Transport	Environment	Energy	Society	Economy

### TOPIC

Pollution

### IMPACT

**Transport pollutant emissions**

*Reducing the pollutant emissions of urban mobility*

**ENV\_PL**

### Category

Key indicator	Supplementary indicator	State indicator
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## CONTEXT AND RELEVANCE

Transport activity is a relevant source of pollution. A significant share of transport activity occurs in the urban context. Reducing the pollutant emissions generated by urban mobility is a significant contribution to sustainability.

This indicator is an estimation of the share of zero or low emissions out of new registered vehicles in the pilot area. **It is a relevant indicator when the policy action is aimed at promoting the registration of a higher share of cleaner vehicles. A successful action is reflected in a HIGHER value of the indicator.**





## DESCRIPTION

The indicator is weighted share. Being a percentage it is **dimensionless**.

## METHOD OF CALCULATION AND INPUTS

There are two alternative methods for the calculation of this indicator. The difference between the two is the source of the data regarding the new registrations of vehicles. The first method is based on the availability of the data on new registered vehicles by vehicle type and fuel type **in the pilot area**. The last specification is relevant as registers of vehicles often do not provide very spatially detailed data. New registered vehicles might not be available at municipality level. If data exists, the first method is more significant and allows to consider different vehicle types. The second method estimates the shares of different technologies in new registered vehicles using responses from a sample survey. This method can be applied even if data from vehicle register is unavailable. However, it is more approximated and consider only private cars and, maybe, two-wheelers.

For both methods, **the calculation is managed endogenously within the supporting tool** upon the provision of the required input related to the composition of the new registered vehicles. The estimation process is explained below.

METHOD 1	METHOD 2
<b>Share of zero or low emission vehicles using vehicles register data</b>	<b>Share of zero or low emission vehicles using responses to a sample survey</b>
It is an estimation based on observed registrations shares.	It is an estimation only for cars and based on estimated registrations shares.
Complexity 	Complexity 
Significance 	Significance 

## Method 1

Share of zero or low emission vehicles using vehicles register data

Significance: 1.00



### METHOD OF CALCULATION

The indicator is computed **within the supporting tool** according to the following steps:

- **Estimation of the share of each technology** out of new registered vehicles (see equation below)
- **Estimation of the weighted share of zero or low emission vehicles** (see equation below)

### INPUTS

The following information is needed to compute the indicator:

- a) **The number of new registrations of road vehicles** for each relevant technology.

The technologies to be considered are the followings:

- **Gasoline**
- **Gasoline non-plug-in hybrid**
- **Gasoline plug-in hybrid**
- **Diesel**
- **Diesel non-plug-in hybrid**
- **Diesel plug-in hybrid**
- **LPG**
- **CNG**
- **Battery electric / Trolley**
- **Fuel cell**

**If some of these technologies are not relevant in the pilot area, they can be excluded.**

In principle, the data should consider different road vehicle types: two-wheelers, cars, Light Duty Vehicles and buses. The minimum requirement is that at least cars are considered.

The experiment would result in a modification of the estimated share.

### EQUATIONS

The share of each technology out of new registered vehicles is computed according to the following equation:

$$RegShr^g = \frac{RegVeh^g}{\sum_g RegVeh^g}$$

Where:

$RegVeh^g$  = Number of new registered vehicles of technology  $g$

The weighted share of zero or low emission vehicles is computed by means of the following equation:

$$ZeLoEmisShr = \sum_g (RegShr^g * TechWgh^g)$$

Where:

$RegShr^g$  = Share of new registered vehicles of technology  $g$

$TechWgh^g$  = Weight associated to technology  $g$

The weights associated to the technologies are pre-defined values. The following values are used:

Technology	Weight
Gasoline	0.00
Gasoline non-plug-in hybrid	0.10
Gasoline plug-in hybrid	0.20
Diesel	0.00
Diesel non-plug-in hybrid	0.05
Diesel plug-in hybrid	0.10
LPG	0.00
CNG	0.00
Battery electric / Trolley	1.00
Fuel cell	1.00

## Method 2

**Share of zero or low emission vehicles using responses to a sample survey**

Significance: **0.75**



### METHOD OF CALCULATION

The indicator is computed **within the supporting tool** according to the following steps:

- **Estimation of the weighted share of zero or low emission vehicles** (see equation below)

### INPUTS

The input required is the share of each technology out of new registered vehicles. These shares should be computed using the results of a sample survey where respondents are asked whether they have registered a new vehicle in the last months (see guidelines for the surveys for suggestions on the formulation of the question). Given the responses collected from the survey, the shares should be computed as follows:

$$SRegShr^g = \frac{SRegVeh^g}{\sum_g SRegVeh^g}$$

Where:

$SRegVeh^g$  = Number of reported new registered vehicles of technology  $g$  in the sample.

Note that if correction factors are associated to the respondents in order to re-balance the composition of the sample, these correction factors should be applied in the equation above. For instance, if one respondent is associated to a correction factor of 0.7 and reports the registration of one vehicle, that vehicle should be counted as  $1 \times 0.7 = 0.7$  in the equation above.

Since the survey would involve only households, the responses collected would likely refer only to cars and, maybe, two-wheelers.

### EQUATIONS

The equations **used within the supporting tool** to calculate the indicator is:

$$ZeLoSEmisShr = \sum_g (SRegShr^g * TechWgh^g)$$

Where:

$TechWgh^g$  = Weight associated to technology  $g$

The weights associated to the technologies are the same pre-defined values specified for the method 1

## ALTERNATIVE INDICATORS

This indicator refers to the penetration of zero or low emission vehicles in the new registrations. An alternative indicator is ENV\_PL\_PF2, which has the same form but refers to the whole fleet rather than on the new registrations only. The indicator described in this factsheet can be considered more focused on the effect of the measures experimented in the pilot, as they can only affect new registrations and not the existing fleet. On the other hand, the alternative indicator ENV\_PL\_PF2 can be considered a more representative picture of how relevant zero or low emission vehicles are in the pilot area. In an extreme situation, where just one new electric car is registered and added to a vehicle fleet without neither electric nor hybrid cars, the indicator described in this factsheet would get value = 1, while the alternative indicator would be very close to zero. The two indicators are of the same complexity; the significance depends essentially on what should be measured.