

meteoLCD Weblog

A weblog on climate, global change and climate measurements

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The Ewringmann report on pump tourism (part 3)



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In this 3rd part I will make some comments on rounding errors, and make a recalculation of the external costs that the author gives at 3.5 billion Euros.

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6. Rounding errors

A really annoying error is that the author has problems with rounding and sums of rounded numbers. At many places the sums given in a table are different from the correct number by 1. The problem probably comes from summing in an Excel sheet non-rounded numbers, and giving in the tables the rounded numbers without checking that the sum of these rounded numbers is not equal to the rounded sum in the Excel sheet. This is a very basic error, that should not be made in a (probably expensive!) report written by a well-known institute.

As an example, let us look at Table 4 at page 26: all the sums with a blue strike-out are wrong; the sum "440" in the line corresponding to 2000 is two-times wrong: adding the numbers should give 341 (instead of 440), but the number 96 for the "Benzin" (gasoline) inland consumption probably should be 196 (which makes the correct sum 441):

Tabella 4: Inlandsverbrauch und Treibstoffexport Luxemburg 2000 bis 2012

	Total in kt/a	Inland						Export			
		Summe	Off-road	Road			Road				
				Benzin	Diesel-Pkw	Diesel-GV	Summe	Benzin	Diesel-Pkw	Diesel-Lkw	
2000	1.557	440	42	96	116	87	1.117	385	160	571	
2001	1.632	466	44	193	132	97	1.466	380	174	613	
2002	1.695	486	47	186	148	105	1.909	372	184	652	
2003	1.873	495	47	179	162	107	1.978	388	206	783	
2004	2.179	567	48	168	183	109	1.672	362	222	1.068	
2005	2.297	517	48	156	204	110	1.780	344	217	1.219	
2006	2.197	567	50	148	225	115	1.659	302	203	1.154	
2007	2.157	550	54	139	246	121	1.598	293	214	1.091	
2008	2.184	574	55	129	263	126	1.610	282	209	1.119	
2009	2.020	564	55	119	270	121	1.465	260	201	995	
2010	2.134	571	56	111	276	128	1.562	241	191	1.130	
2011	2.259	579	58	104	284	134	1.679	263	213	1.204	
2012	2.159	574	56	97	288	132	1.585	254	206	1.126	

Quelle: Kornblite

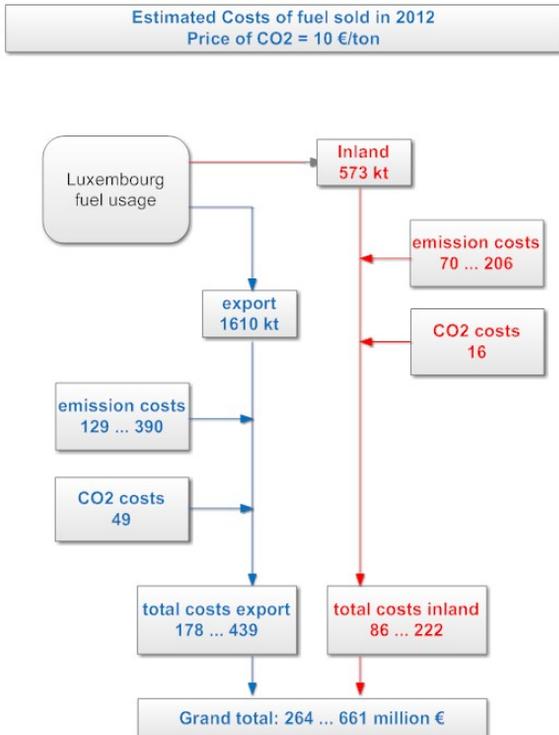
7. Re-checking the scary 3.5 billion cost number

At page 49 we find the sentence repeated by all news articles I have read: "ist mit externen Umwelt-und Gesundheitskosten von insgesamt 3.5 Mrd. Euro pro Jahr verbunden". In English, the authors says that the fuel sold in Luxembourg in 2012 (for this year has been used for the calculations) has external costs for the environment and health of 3.5 billion Euro. The positive impact on the GNP is $1.8 + 0.26 = 2.06$ billion € .

The costs which can be attributed to the fuel sold are essentially the costs related to the emissions of pollutants, and those from CO2 emissions. Road accidents will also happen when all vehicles run on electricity, they should not appear in this calculation!

The numbers for the emissions costs relate to 2008 (there is a real confusion in the report regarding the years corresponding to given numbers, because they vary from 2008, 2010 and finally 2012 is taken in the status quo discussion). The inland fuel usages (in kt) in 2008 and 2012 were 573 and 574, and the exported numbers 1610 and 1586. As these quantities do not differ by more than 5%, we will use the emission costs given in part 2 for the calculation of total costs in 2012. The price of 1 ton CO2 is taken as 10€, a number that many experts estimate being the EU emission price until 2020 (see for instance [here](#)). The **up to 50 times higher** number given by Ewringmann at page 32 should be considered as green fantasy.

The following picture shows the costs for inland, exports and the grand total:

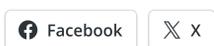


So even if we accept that all costs (inland and export) should be summed (I repeat: I do not agree!), the range goes from 264 to 661 million Euro: this is a staggering difference by nearly one order of magnitude for the lower range, and by a factor of 5 for the high range value with respect to the scary 3.5 billion amount.

The 3.5 billion Euro number is pure and extreme guess work, a fantasy number rooted in non-real, extreme CO2 costs and in a faulty calculation of emission costs.

(end of part 3)
(to be continued with last part 4)

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