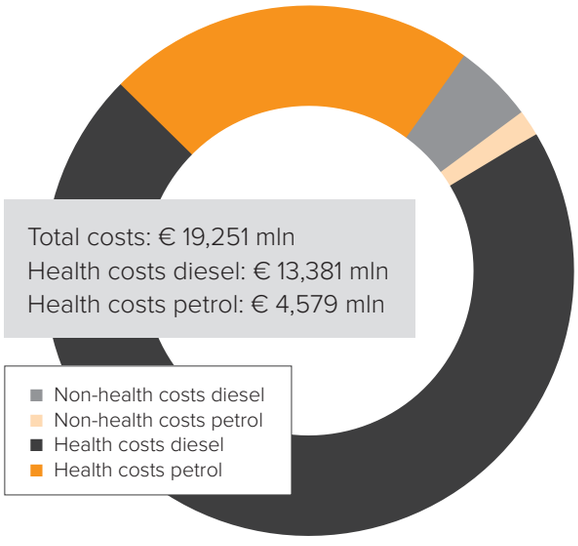
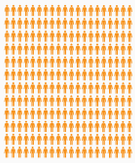
GERMANY

This is how much air pollution costs the health of German citizens[1]:



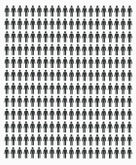
With this money, instead, you could:



Train approximately

375,000

private education nurses[2]



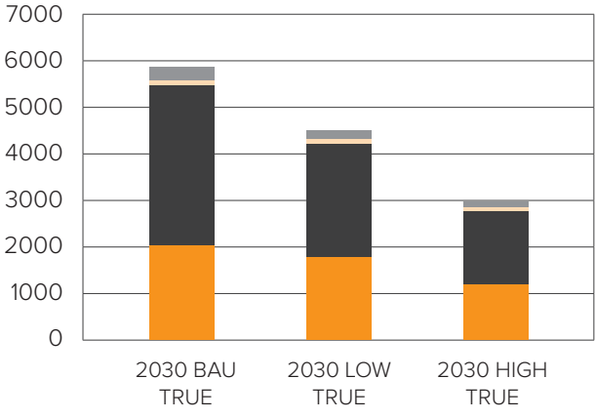
380,000

doctors[3], and build

71 medium-sized county hospitals[4]

Depending on the level of ambition of actions taken starting now, this is how much air pollution caused by road transport would cost in 2030.[5]

Just under half of the population of the city of Potsdam could disappear according to the business-as-usual scenario.[6]



SCENARIOS 2030 - Total costs:

2030 Business as Usual scenario (BAU): **€ 5,850 mln**

2030 Low ambitions scenario (LOW): **€ 4,493 mln**

2030 High ambition scenario (HIGH): **€ 2,976 mln**

Non-health costs diesel
Non-health costs petrol
Health costs diesel
Health costs petrol

A highly ambitious scenario would allow

Germany to save up to € 2,874 million by 2030

[1] This is based on TRUE model data. See the more conservative COPERT model data estimates at epha.org/ce-delft-health-impacts-costs-diesel-emissions-eu
[2] A private education nurse Bachelor in the Netherlands. Source: https://www.ncoi.nl/opleiding/HBO-opleidingen-HBO-Bachelor-Opleiding-tot-Verpleegkundige-HBO-V.html?tab=investering
[3] Training doctors in Romania. Source: http://www.ms.ro/2016/12/05/ministerul-sanatatii-a-elaborat-planul-multianual-pentru-dezvoltarea-strategica-a-resurselor-umane-din-sanatate-2017-2020/
[4] A medium-sized county hospital In Romania. Source:https://www.wall-street.ro/articol/Economie/83660/Ministerul-Sanatatii-Constructia-unui-spital-cu-462-paturi-costa-90-mil-euro.html
[5] This is based on TRUE model data. See the more conservative COPERT model data estimates at epha.org/ce-delft-health-impacts-costs-diesel-emissions-eu
[6] Source: https://www.destatis.de/EN/FactsFigures/SocietyState/Population/Population.html, European Environmental Agency (2017) Air quality in Europe 2017, EEA Report No 2017/13

About the CE Delft Study

“Health impacts and health costs of diesel emission in the EU”

The study provides evidence of the cost of diesel emissions on people’s health and government budgets. It assesses the current social costs (both market and non-market) of road vehicle diesel emissions in the EU28, as well as the social benefits of phasing out diesels and switching to electric road and other alternative form of transports such as public transport, walking or cycling, examining the situation in nine EU member states (Austria, Bulgaria, Estonia, Germany, Hungary, Poland, Romania, Slovenia and Spain) in more detail.

Diesel emissions are responsible for the lion’s share of all air pollution costs from road transport. The study finds when using TRUE-based emission factors, costs are higher than when using COPERT, but the ratios between costs for 2016 and for the various scenarios in 2030 are very similar. The results make clear that an ambitious policy strategy to reduce air pollutant emissions can lead to annual cost savings of € 9 to 12 billion a year (depending on the emission factors used) and possibly even more when all the health impacts of air pollution are fully understood.

Costs of road air pollution in the EU in 2016:

€ 67 to 80 billion

Using the COPERT emission factors, the total costs of road traffic related air pollution (both health and non-health related) in the EU28 in 2016 was € 66,700,000,000 (€ 66.7 billion), and about three quarter of the total health costs of air pollution are borne by governments and compulsory insurances. However, calculating with adjusted emission factors (based on TRUE), the total cost rises to € 79.8 billion, with 75% of these costs are caused by diesel pollution.

Costs of air pollution in 2030 significantly lower - Impacts of additional policies

Stringent emission policies can dramatically reduce the societal damage costs of air pollution and enable governments and health insurers to make significant costs savings according to the level of ambition adopted. For example, if a high ambition scenario is adopted such as higher taxes on diesel or banning all pre-Euro6/VI vehicles from all roads, governments can potentially save between € 9 and € 11 billion by 2030 according to whether the COPERT or TRUE model data is used. If the 2016 figures are used as a baseline, governments and health insurers can save between € 56 to € 64 billion, again depending on the method of analysis.

Download the study at https://epha.org/ce-delft-health-impacts-costs-diesel-emissions-eu/

About the European Public Health Alliance (EPHA)

EPHA is a change agent Europe’s leading NGO alliance advocating for better health. We are a dynamic member-led organisation made up of public health NGOs, patient groups, health professionals and disease groups, working together to improve health and strengthen the voice of public health in Europe. EPHA’s Transparency register number is 18941013532-08

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