**Key assumptions for vehicles**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | | **Lifetime** | **Vehicle Weight** | **Fuel consumption (real operation)** | | **Driving range** | **Efficiency**  **“tank-to-wheel”** | **Emission standard** |
| **km** | **kg** | **L of petrol-eq. Per 100 km** | **Per 100 km** | **km** | **%** |
| **ICEV** | **petrol** | 200,000 | 1318 | 7.6 | 7.6 L | 492 | 21 | EURO 6 |
| **diesel** | 1342 | 6.9 | 6.3 L | 615 | 23 | EURO 6 |
| **natural gas** | 1391 | 8.1 | 5.5 kg | 494 | 20 | EURO 6 |
| **BEV** | | 1509 | 2.2 | 19.3 kWh | 186 | 64 |  |
| **FCEV** | | 1470 | 4.0 | 1.05 kg | 476 | 34 |  |

Reference:

Cox et al., 2019, Life cycle environmental and cost comparison of current and future passenger cars under different energy scenarios (submitted to journal, currently under review)