

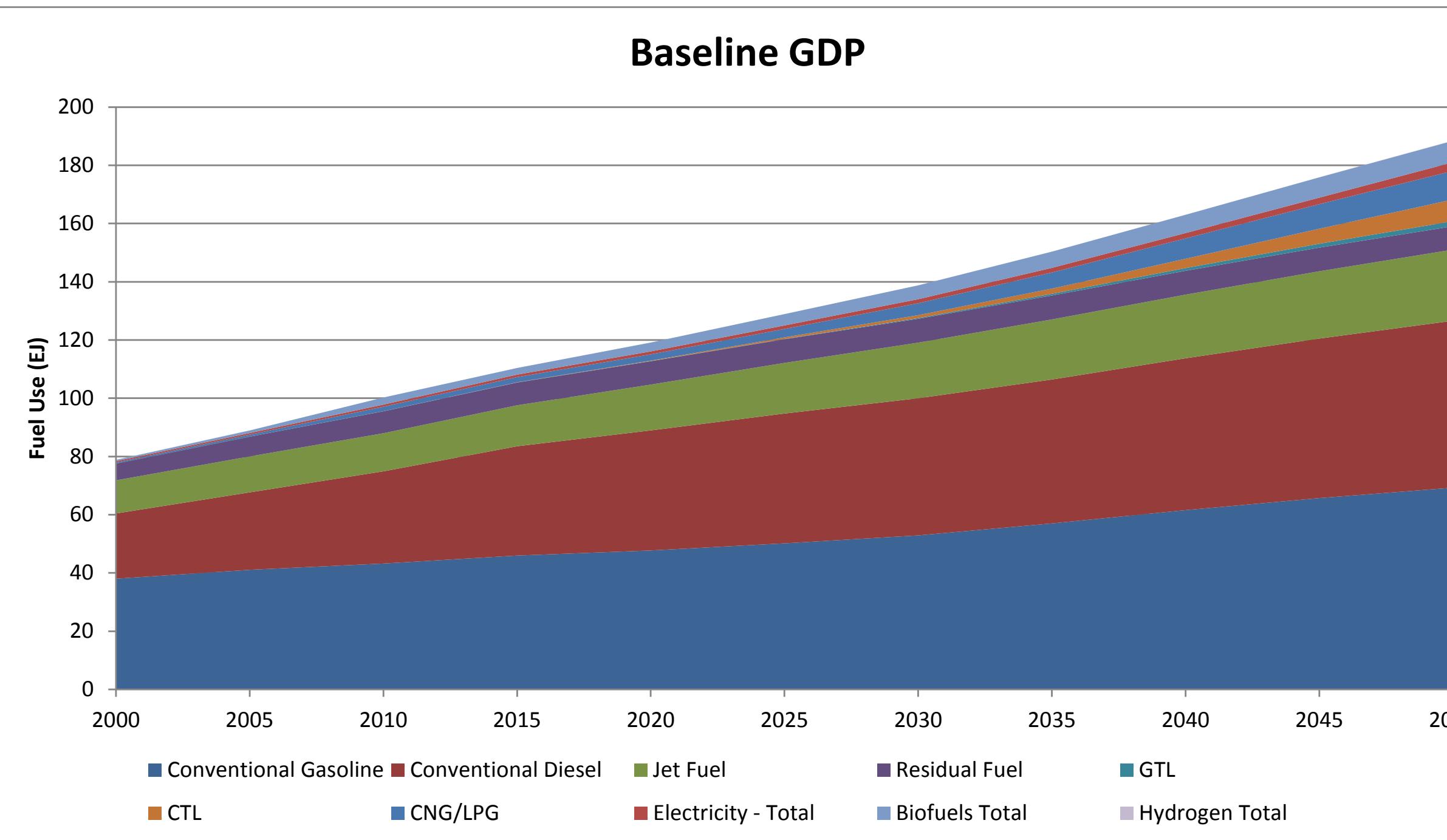


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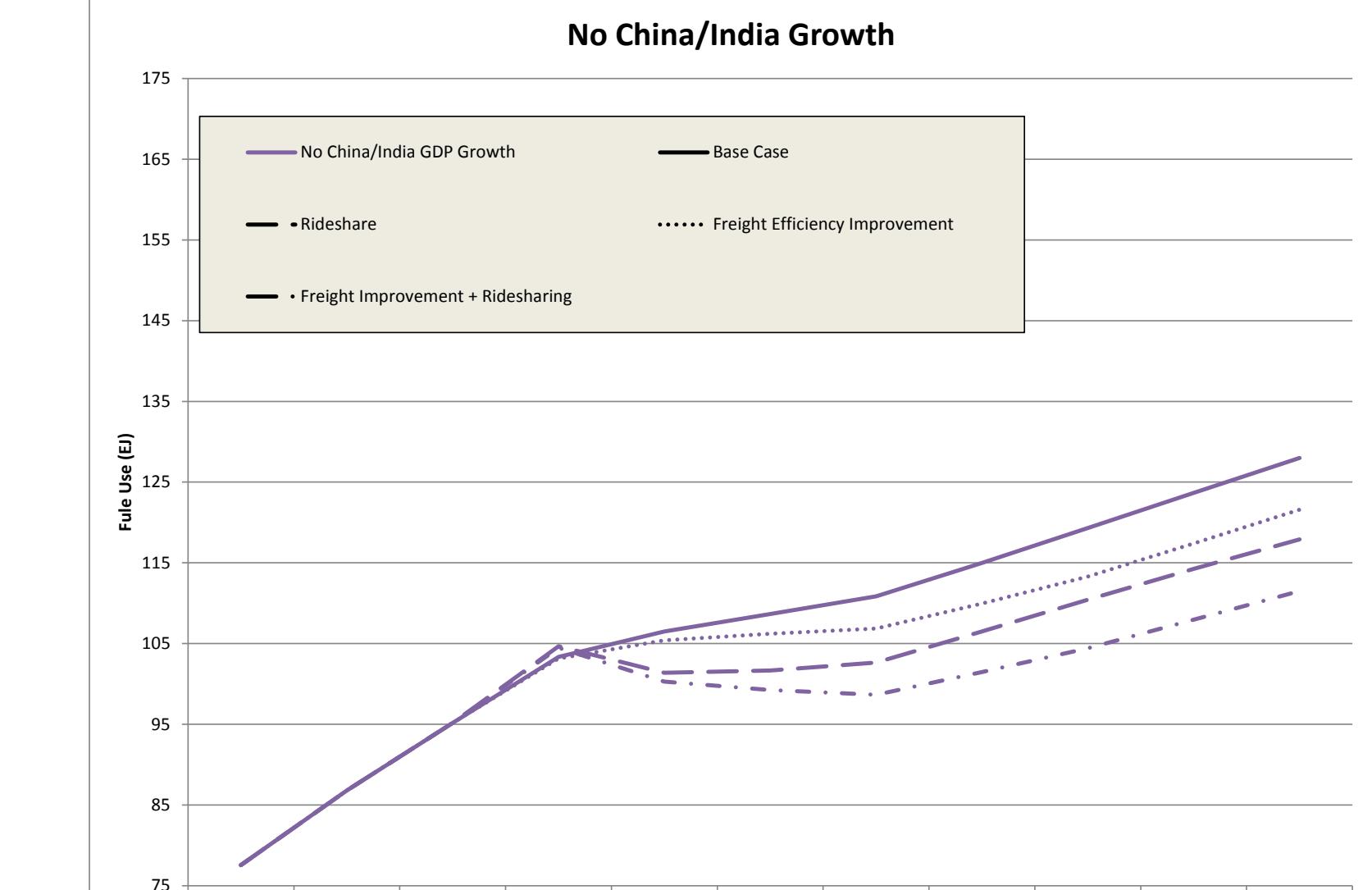
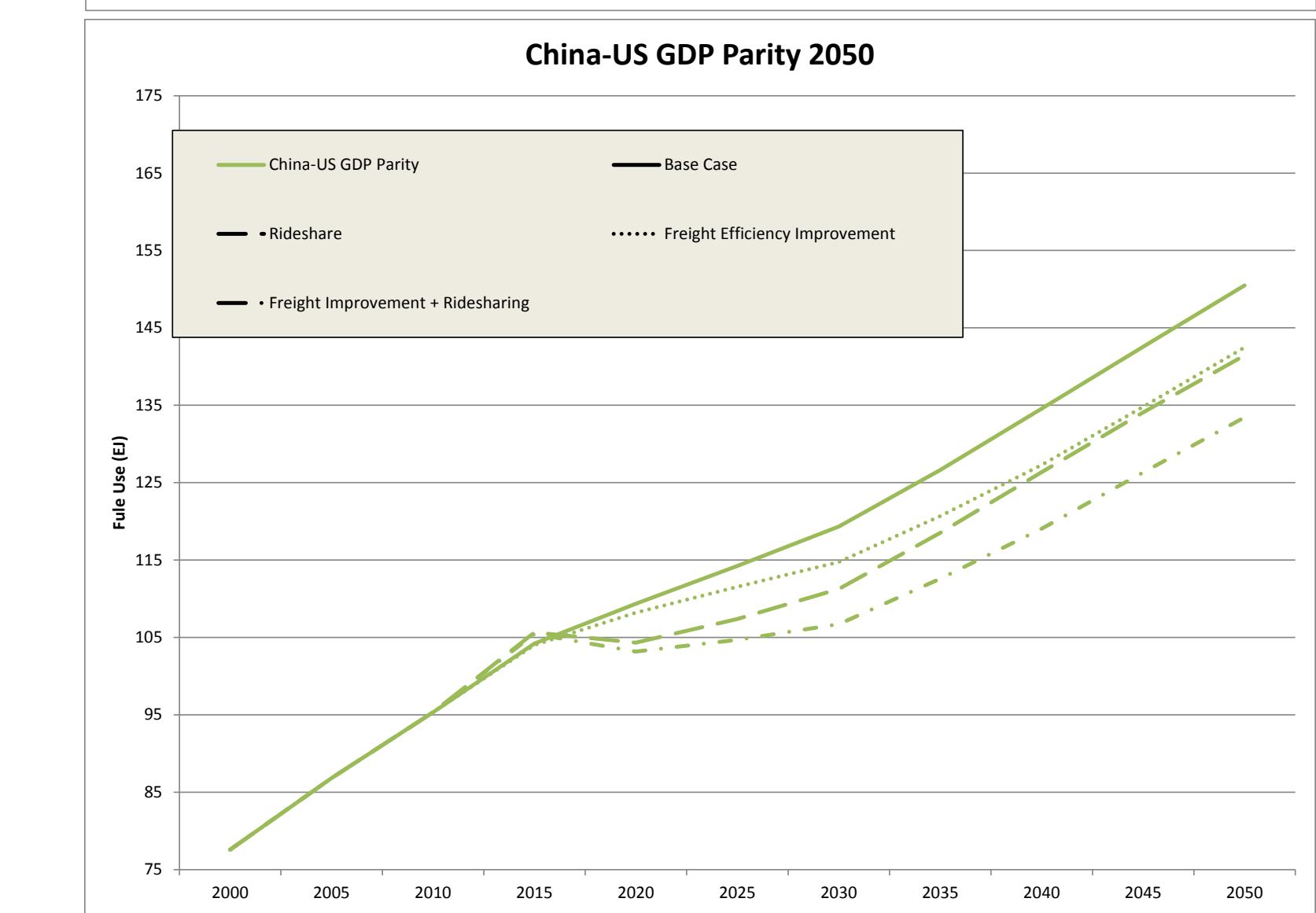
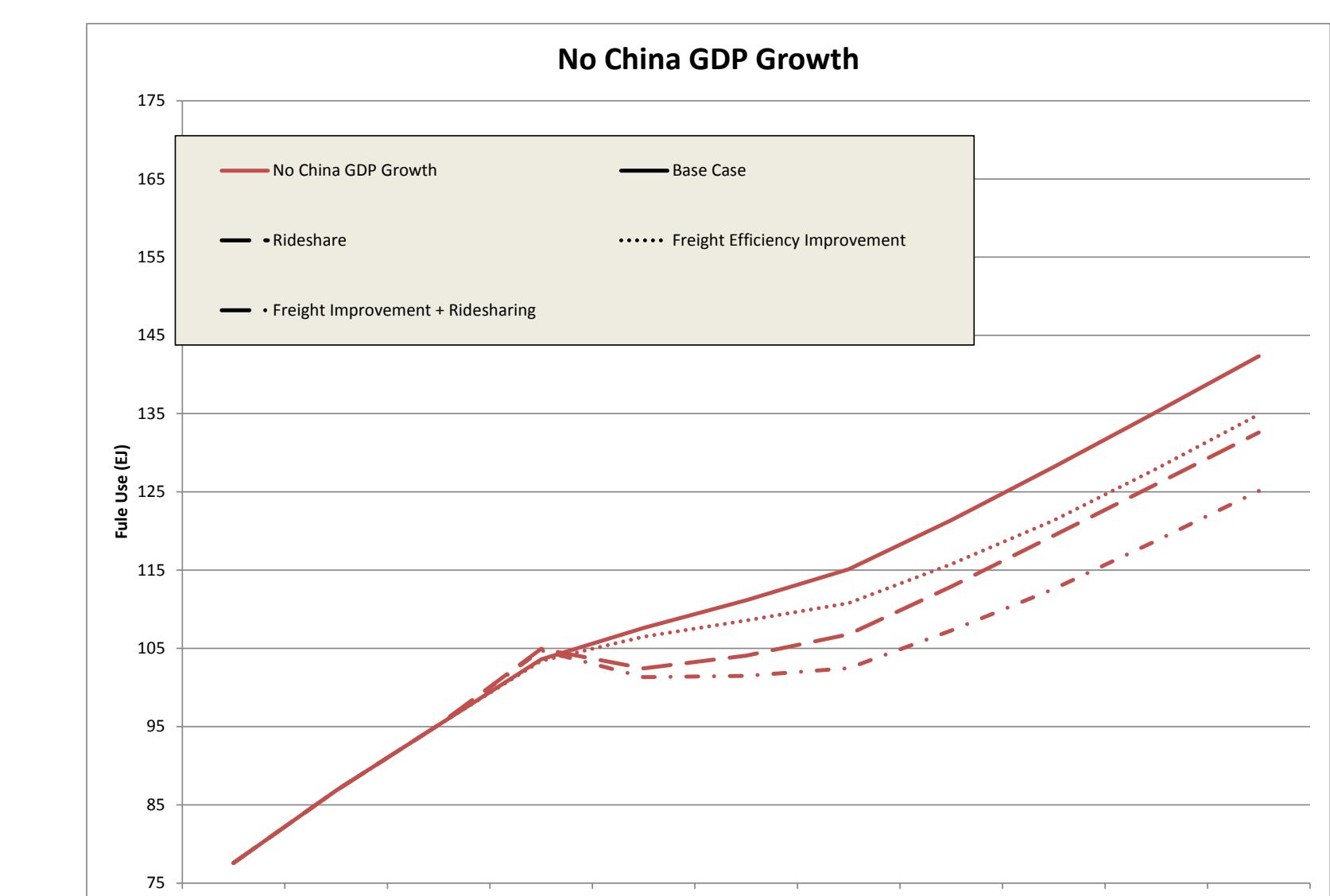
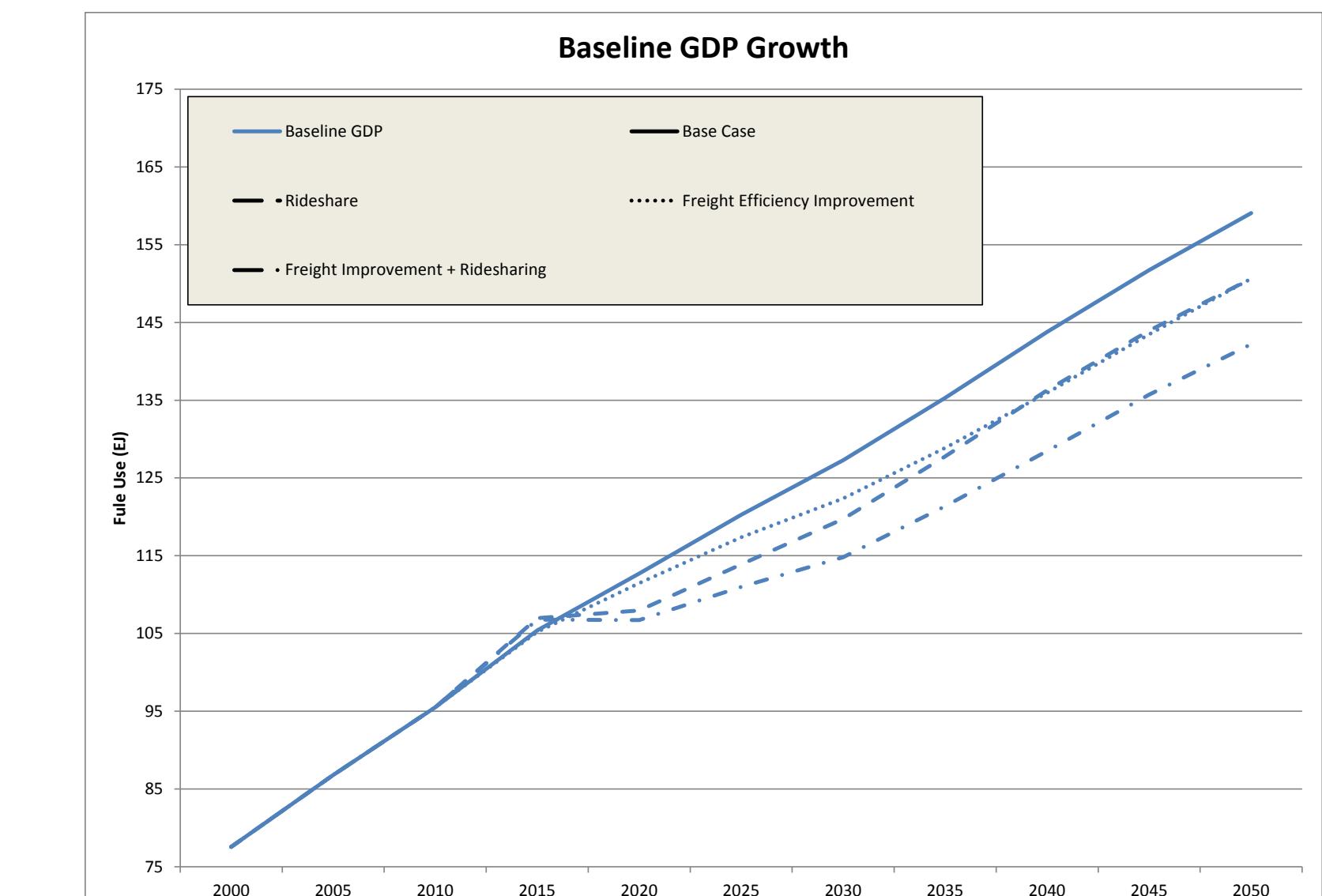
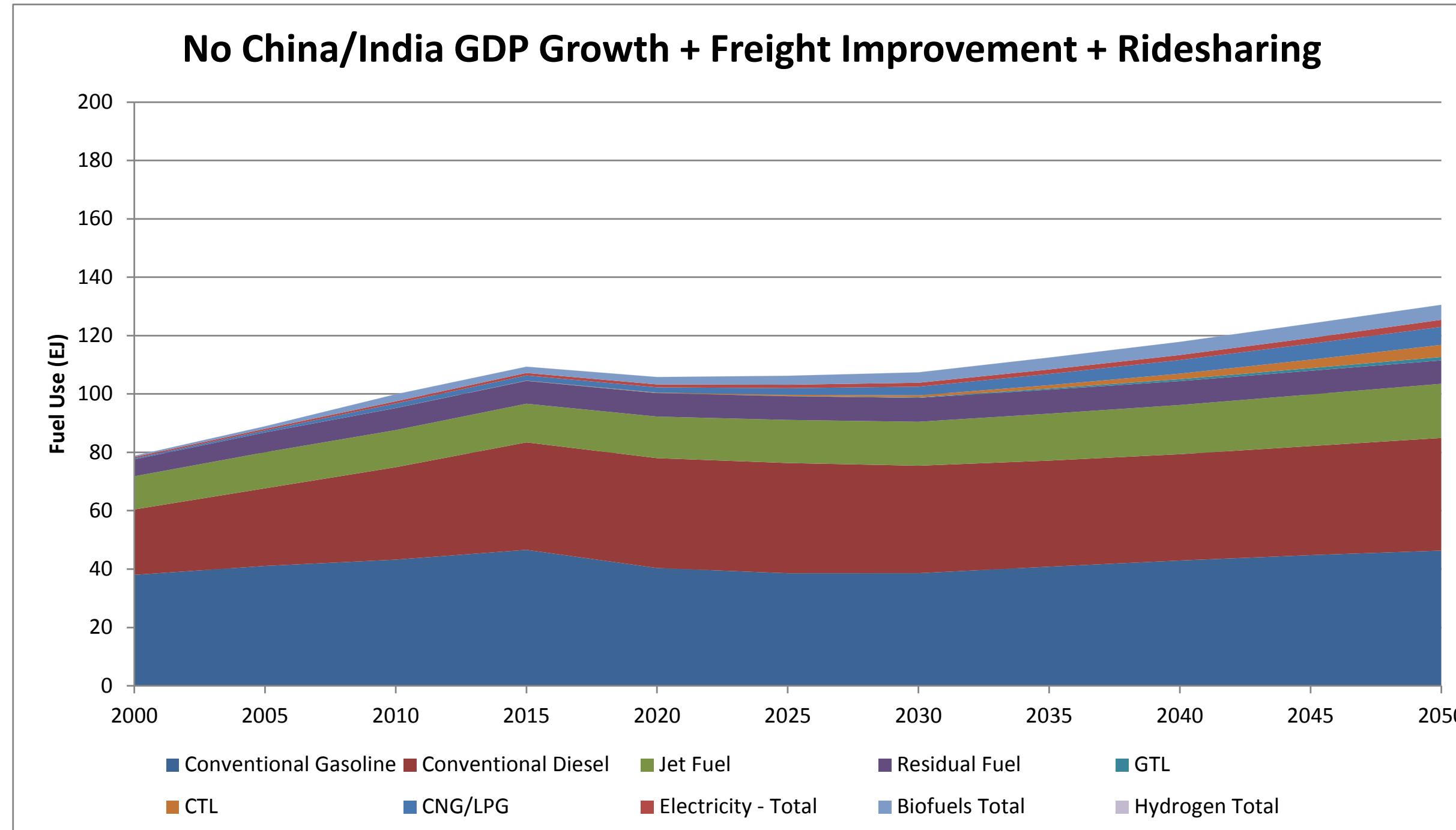
Institute of Transportation Studies, University of California, Davis - December 2015

Motivation: Current projections of future oil consumption may be overstated due to reliance on overly optimistic forecasts of economic growth, failure to include various oil-savings measures such as efficiency improvements in freight and shipping as a result of improved logistics practices, reductions in the growth of car travel due to changing lifestyles, and a rise in vehicle electrification, among other factors. Using the IEA Mobility Model (MoMo), we will project future oil demand through 2050 under various non-policy driven assumptions. We will examine how global and regional oil demand changes as a sensitivity to various assumptions. In addition to transport-specific assumptions, we will explore variations in economic growth rates in major economies such as China and India. We will not invoke policy-driven changes beyond policies in place today (at least in the initial phase of the analysis). We aim to identify combinations of assumptions (as scenarios) that result in a peak in oil demand at different points in the future, and to establish a plausible range of dates when a peak could occur.

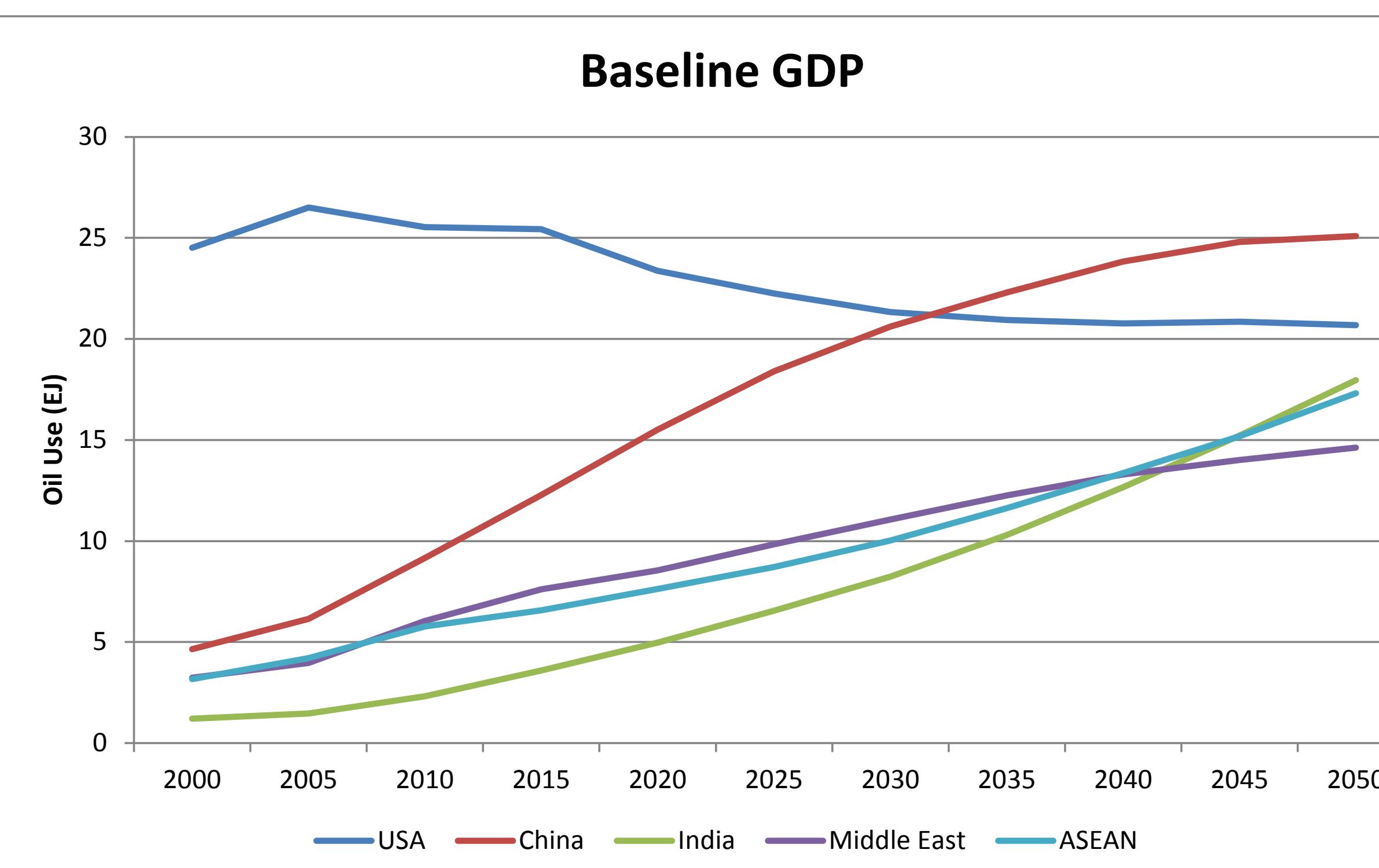
Status Quo Projection



Aggressive Projection



Status Quo Projection



Aggressive Projection

