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Proposed Harmonised Guidelines Valuing Damages to the Environment

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HEATCO Workshop Brussels, 30 March 2006





Valuation of Damages to the Environment

Categories covered with monetary values:

- Air pollution (health, agricultural crops, man-made material)
- Noise (health, annoyance)
- Climate change (greenhouse gases: CO₂, nitrous oxide (N₂O), methane (CH₄), …)

Other effects (beyond the scope of HEATCO):

- a) Very site specific (e.g. vibration, visual intrusion, loss of important sites, impairment of landscape): include monetary values as far as possible following the general recommendations.
- b) No monetary value available yet (e.g. biodiversity losses): consider beside the CBA





General Approach

- Value impacts, not pressures
- Monetise as far as possible





Impact Pathway Approach

Pollutant Emission







Transport and Chemical **Transformation**



Physical

Monetary Valuation











General Approach

- Value impacts, not pressures
- Monetise as far as possible
- Use WTP as far as possible
- Use national values if they are "state-of-the-art"
- Provision of "fall-back" values for each country
- Report costs and physical impacts
- Increase of values with time: income elasticity of 1.0
 Importance of good modelling of future emissions!





Air Pollution - Impacts Considered

• Basis: ExternE methodology – Europe-wide exposure

| Impact category | Pollutant | Effects included | | | |
|--|-----------------------------------|--|--|--|--|
| Public health – | $PM_{2.5}, PM_{10}^{(1)}$ | Reduction in life expectancy due to acute and chronic effects | | | |
| mortality | O_3 | Reduction in life expectancy due to acute effects | | | |
| Public health – | $PM_{2.5}, PM_{10}^{(1)}, O_3$ | Respiratory hospital admissions | | | |
| morbidity | | Restricted activity days | | | |
| | | Cases of bronchodilator usage | | | |
| | | Lower respiratory symptoms | | | |
| | $PM_{2.5}$, $PM_{10}^{(1)}$ only | New cases of chronic bronchitis | | | |
| | | Cardiac hospital admissions | | | |
| | | Symptom days | | | |
| | O_3 only | Cough days | | | |
| Material damage | SO_2 , acid | Ageing of galvanised steel, limestone, natural stone, mortar, | | | |
| | deposition | sandstone, paint, rendering, zinc | | | |
| Crops | SO_2 | Yield change for wheat, barley, rye, oats, potato, sugar beet | | | |
| | O_3 | Yield loss for wheat, potato, rice, rye, oats, tobacco, barley | | | |
| | Acid deposition | Increased need for liming | | | |
| | Ν | Fertiliser effects | | | |
| ¹⁾ including secondary particles (sulphate and nitrate aerosols). | | | | | |





Air Pollution - Costs

Cost components:

- Disutility (WTP to avoid health impact)
- Direct costs (resource costs: medical costs, yield loss)
- Opportunity costs (productivity losses)

Parameters to be considered for population exposure:

- Height of emission source
- Local environment
 - Urban
 - Outside built-up areas
- Location within Europe





Calculation Procedure Air Pollution

a. Quantify changes in pollutant emissions (NO_x, SO₂, NMVOC, $PM_{2.5}/PM_{10}$) due to a project in tonnes, using state-of-the-art national or European emission factors.

Take into account future development of emissions

- b. Classify emissions according to emission height (groundlevel – high stack) and local environment (urban – outsidebuilt-up areas).
- c. Calculate impacts (years of life lost YOLL) and costs per pollutant.
- d. Report impacts (YOLL) and costs.

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Impact Indicators for Air pollution (YOLL/1000 t emitted)

| Pollutant emitted | NO _x | NMVOC | SO ₂ | PM _{2.5} | PM _{2.5} |
|---------------------|---------------------------|----------------|-----------------|-------------------|------------------------|
| Effective pollutant | O ₃ , Nitrates | O ₃ | Sulfates | PM _{2.5} | PM _{2.5} |
| Local environment | | | | urban | outside built-up areas |
| Austria | 61 | 0.6 | 58 | 5,800 | 1,080 |
| Belgium | 57 | 1.3 | 81 | 6,200 | 1,470 |
| Cyprus** | 8 | 0.5 | 8 | 5,100 | 400 |
| Czech Republic | 50 | 1.0 | 58 | 5,900 | 1,180 |
| Denmark | 29 | 0.9 | 28 | 5,400 | 680 |
| Estonia | 18 | 1.5 | 17 | 5,300 | 590 |
| Finland | 11 | 0.2 | 9 | 5,100 | 450 |
| France | 65 | 0.8 | 65 | 6,000 | 1,280 |
| Germany | 53 | 1.2 | 65 | 5,900 | 1,220 |
| Greece | 20 | 0.2 | 20 | 5,400 | 670 |
| Hungary | 63 | 0.6 | 58 | 5,800 | 1,080 |
| Ireland | 30 | 0.7 | 25 | 5,300 | 640 |
| Italy | 50 | 0.8 | 54 | 5,800 | 1,120 |
| Latvia | 22 | 0.9 | 21 | 5,300 | 590 |
| Lithouania | 29 | 0.9 | 26 | 5,400 | 690 |
| Luxemburg | 70 | 1.5 | 73 | 6,000 | 1,330 |
| Malta | 8 | 0.5 | 8 | 5,100 | 400 |
| Netherlands | 56 | 1.1 | 74 | 6,000 | 1,320 |
| Poland | 46 | 0.8 | 49 | 5,800 | 1,070 |
| Portugal | 31 | 0.5 | 30 | 5,400 | 720 |
| Slovakia | 57 | 1.0 | 55 | 5,700 | 1,020 |
| Slovenia | 63 | 0.5 | 59 | 5,700 | 1,020 |
| Spain | 34 | 0.4 | 33 | 5,400 | 720 |
| Sweden | 15 | 0.4 | 15 | 5,200 | 530 |
| Switzerland | 68 | 0.7 | 59 | 5,800 | 1,120 |
| United Kingdom | 35 | 1.0 | 44 | 5,700 | 980 |

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Fall-back Values for Air pollution (€2002/tonne, factor price)

| Pollutant emitted | NO _x | NMVOC | SO ₂ | PM _{2.5} | PM _{2.5} |
|---------------------|----------------------------------|-----------------------|-------------------|-------------------|-------------------|
| Effective pollutant | O ₃ , Nitrates, Crops | O ₃ | Sulfates, Acid | PM _{2.5} | PM _{2.5} |
| | | | deposition, Crops | | |
| Local environment | | | | urban | outside built- |
| | | | | | up areas |
| Austria | 4,300 | 600 | 3,900 | 430,000 | 72,000 |
| Belgium | 2,700 | 1,100 | 5,400 | 440,000 | 95,000 |
| Cyprus** | 500 | 1,100 | 500 | 260,000 | 22,000 |
| Czech Republic | 3,200 | 1,100 | 4,100 | 270,000 | 67,000 |
| Denmark | 1,800 | 800 | 1,900 | 400,000 | 47,000 |
| Estonia | 1,400 | 500 | 1,200 | 160,000 | 27,000 |
| Finland | 900 | 200 | 600 | 360,000 | 30,000 |
| France | 4,600 | 800 | 4,300 | 410,000 | 82,000 |
| Germany | 3,100 | 1,100 | 4,500 | 400,000 | 78,000 |
| Greece | 2,200 | 600 | 1,400 | 270,000 | 38,000 |
| Hungary | 5,000 | 800 | 4,100 | 230,000 | 59,000 |
| Ireland | 2,000 | 400 | 1,600 | 440,000 | 46,000 |
| Italy | 3,200 | 1,600 | 3,500 | 390,000 | 71,000 |
| Latvia | 1,800 | 500 | 1,400 | 140,000 | 26,000 |
| Lithouania | 2,600 | 500 | 1,800 | 160,000 | 32,000 |
| Luxemburg | 4,800 | 1,400 | 4,900 | 730,000 | 104,000 |
| Malta | 500 | 1,100 | 500 | 240,000 | 20,000 |
| Netherlands | 2,600 | 1,000 | 5,000 | 440,000 | 86,000 |
| Poland | 3,000 | 800 | 3,500 | 190,000 | 57,000 |
| Portugal | 2,800 | 1,000 | 1,900 | 270,000 | 40,000 |
| Slovakia | 4,600 | 1,100 | 3,800 | 200,000 | 54,000 |
| Slovenia | 4,400 | 700 | 4,000 | 280,000 | 58,000 |
| Spain | 2,700 | 500 | 2,100 | 320,000 | 44,000 |
| Sweden | 1,300 | 300 | 1,000 | 370,000 | 36,000 |
| Switzerland | 4,500 | 600 | 3,900 | 460,000 | 76,000 |
| United Kingdom | 1,600 | 700 | 2,900 | 410,000 | 64,000 |





Noise - Impacts Considered

- Health effects: hypertension and ischaemic heart disease
- Annoyance







Calculation Procedure Noise

- a. Quantify number of persons exposed to certain noise levels (assumed to be available from noise calculations) for the reference case and the project case.
- b. Calculate costs (and percentage of highly annoyed persons) for both cases.
- c. Subtract project case total from reference case total.
- d. Report impacts (number of people highly annoyed) and costs.





Impact Indicator for Noise: number of persons highly annoyed

| L _{den} | Road | Rail | Aircraft |
|------------------|------|------|----------|
| (dB(A)) | % | % | % |
| >40 | 0.2 | 0.1 | 0.1 |
| >45 | 2.0 | 0.7 | 2.2 |
| > 50 | 3.9 | 1.4 | 5.9 |
| > 55 | 6.5 | 2.7 | 10.9 |
| > 60 | 10.4 | 5.1 | 17.4 |
| > 65 | 16.1 | 9.0 | 25.2 |
| > 70 | 24.2 | 14.7 | 34.3 |
| > 75 | 35.4 | 22.8 | 44.7 |

Own calculations based on Miedema and Oudshoorn, 2001

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Fall-back Values Noise (€2002 per pers. exposed, factor price)

| Belgium | Central values | | | Sensitivity: low | | | Sensitivity: high | | |
|--|--|---|---|--|--|---|--|---|---|
| Lden (dB(A)) | Road | Rail | Aircraft | Road | Rail | Aircraft | Road | Rail | Aircraft |
| >40 | 0 | 0 | 0 | 5 | 2 | 9 | 0 | 0 | 0 |
| > 45 | 0 | 0 | 0 | 9 | 4 | 14 | 0 | 0 | 0 |
| > 50 | 24 | 0 | 36 | 14 | 7 | 21 | 54 | 0 | 54 |
| > 55 | 71 | 24 | 109 | 19 | 11 | 27 | 161 | 54 | 161 |
| > 60 | 118 | 71 | 182 | 26 | 15 | 34 | 269 | 161 | 269 |
| >65 | 165 | 118 | 255 | 33 | 20 | 41 | 376 | 269 | 376 |
| >70 | 273 | 226 | 390 | 102 | 87 | 109 | 545 | 438 | 545 |
| >75 | 352 | 305 | 495 | 142 | 125 | 147 | 685 | 577 | 685 |
| Cuprus | Central values | | Sensitivity: low | | | Sensitivity: high | | | |
| Cyprus | | Central values | | | Sensitivity: low | | | Sensitivity: high | |
| Lden (dB(A)) | Road | Central values Rail | Aircraft | Road | Sensitivity: low Rail | Aircraft | Road | Sensitivity: high Rail | Aircraft |
| Lden (dB(A)) > 40 | Road 0 | Central values Rail | Aircraft 0 | Road 3 | Sensitivity: low Rail | Aircraft 6 | Road 0 | Sensitivity: high Rail 0 | Aircraft 0 |
| Lden (dB(A)) > 40 > 45 | Road 0 0 | Central values Rail 0 0 | Aircraft 0 0 | Road 3 6 | Sensitivity: low Rail 2 3 | Aircraft 6 10 | Road 0 0 | Sensitivity: high Rail 0 0 | Aircraft 0 0 |
| Lden (dB(A)) > 40 > 45 > 50 | Road 0 0 17 | Central values Rail 0 0 0 0 0 | Aircraft 0 0 26 | Road 3 6 10 | Sensitivity: low Rail 2 3 5 | Aircraft 6 10 15 | Road 0 0 38 | Sensitivity: high Rail 0 0 0 0 | Aircraft 0 0 38 |
| Lden (dB(A)) > 40 > 45 > 50 > 55 | Road 0 0 17 50 | Central values Rail 0 0 0 17 | Aircraft 0 0 26 78 | Road 3 6 10 14 | Sensitivity: low Rail 2 3 5 8 | Aircraft 6 10 15 19 | Road 0 0 38 114 | Sensitivity: high Rail 0 0 0 38 | Aircraft 0 0 38 114 |
| Lden (dB(A)) > 40 > 45 > 50 > 55 > 60 | Road 0 0 17 50 83 | Central values Rail 0 0 0 0 17 50 | Aircraft 0 0 26 78 129 | Road 3 6 10 14 18 | Sensitivity: low Rail 2 3 5 8 11 | Aircraft 6 10 15 19 24 | Road 0 0 38 114 191 | Sensitivity: high Rail 0 0 0 38 114 | Aircraft 0 0 38 114 191 |
| Lden (dB(A)) > 40 > 45 > 50 > 55 > 60 > 65 | Road 0 0 17 50 83 117 | Central values Rail 0 </td <td>Aircraft 0 0 26 78 129 181</td> <td>Road 3 6 10 14 18 23</td> <td>Sensitivity: low Rail 2 3 5 5 8 8 11 14</td> <td>Aircraft 6 10 15 19 24 29</td> <td>Road 0 0 38 114 191 267</td> <td>Sensitivity: high Rail 0 0 0 0 38 114 191</td> <td>Aircraft 0 0 38 114 191 267</td> | Aircraft 0 0 26 78 129 181 | Road 3 6 10 14 18 23 | Sensitivity: low Rail 2 3 5 5 8 8 11 14 | Aircraft 6 10 15 19 24 29 | Road 0 0 38 114 191 267 | Sensitivity: high Rail 0 0 0 0 38 114 191 | Aircraft 0 0 38 114 191 267 |
| Lden (dB(A)) > 40 > 45 > 50 > 55 > 60 > 65 > 70 | Road 0 0 17 50 83 117 194 | Central values Rail 0 | Aircraft 0 0 26 78 129 181 277 | Road 3 6 10 14 14 23 72 | Sensitivity: low Rail 2 3 3 5 5 8 11 11 14 62 | Aircraft 6 10 15 19 24 29 77 | Road 0 0 38 114 191 267 387 | Sensitivity: high Rail 0 0 0 38 114 191 311 | Aircraft 0 38 114 191 267 387 |

- Central values: health + direct WTP for reducing annoyance based on SP-studies
- Sensitivity low: health + annoyance based on ERF + HEATCO SP-survey
- Sensitivity high: health + WTP for reducing annoyance based on HP-studies

Noise





Global Warming

- Base estimates on damage costs as far as possible
- No country-specific values due to global character of damages
- Emissions in future years will have greater total impacts than emissions today
 - Estimates for future years required
- Due to considerable uncertainties sensitivity analysis recommended
- Inclusion of other greenhouse gases than CO_2 via global warming potential ($CO_2 = 1$, $CH_4 = 23$, $N_2O = 296$)
 - > Calculation of CO_2 -equivalents

Global warming





Shadow Prices for Global Warming (€2002/tonne CO2-equiv., factor price; based on Watkiss et al. 2005)

| | Central guidance | For sensitivity analysis | | | | |
|------------------|------------------|--------------------------|------------------------|--|--|--|
| Year of emission | | Lower central estimate | Upper central estimate | | | |
| 2000 - 2009 | 22 | 14 | 51 | | | |
| 2010 - 2019 | 26 | 16 | 63 | | | |
| 2020 - 2029 | 32 | 20 | 81 | | | |
| 2030 - 2039 | 40 | 26 | 103 | | | |
| 2040 - 2049 | 55 | 36 | 131 | | | |
| 2050 | 83 | 51 | 166 | | | |





Calculation Procedure Global Warming

- Quantify change in greenhouse gas emissions (CO₂, CH₄, N₂O; others if data available) due to a project.
 - > Take into account future development of emissions.
- Classify emissions according to emission height (groundlevel –aircraft cruising height).
- Calculate CO₂ equivalents of ground level emissions; Multiply high altitude aircraft CO₂ emissions with a factor of 2 (to consider warming effects of other species).
- Multiply CO₂ equivalents with cost factors (no country adjustment).
- Report emissions (CO₂ equivalents) and costs.