

TABLE 5B11 DIRECT AND TOTAL ELASTICITIES OF FUEL TYPE CHOICE IN THE NETHERLANDS

<i>Sub-matrix</i>	<i>From</i>	<i>To</i>	<i>Direct elasticity</i>	<i>Total elasticity</i>
B _{1,1}	Annual km	Fuel type: benzine	-0.21	-0.21
	Annual km	Fuel type: diesel	0.16	0.16
	Annual km	Fuel type: LPG	0.45	0.45
	Commuting distance	Fuel type: benzine	-0.12	-0.12
	Commuting distance	Fuel type: diesel	0.11	0.11
	Commuting distance	Fuel type: LPG	0.28	0.28
	Commuting distance	Annual km	0.61	0.61
B _{2,2}	Annual km	Fuel type: benzine	-0.18	-0.18
	Annual km	Fuel type: diesel	0.12	0.12
	Annual km	Fuel type: LPG	0.34	0.34
	Commuting distance	Fuel type: benzine	-	-0.05
	Commuting distance	Fuel type: diesel	-	0.02
	Commuting distance	Fuel type: LPG	-	0.09
	Commuting distance	Annual km	0.24	0.24
B _{2,1}	Fuel type: benzine	Annual km	-0.08	-0.11
	Fuel type: diesel	Annual km	0.01	0.01
	Fuel type: LPG	Annual km	0.12	0.17
	Fuel type: benzine	Commuting distance	-0.05	-0.05
	Fuel type: diesel	Commuting distance	0.01	0.01
	Fuel type: LPG	Commuting distance	0.32	0.32
	Annual km	Fuel type: benzine	-	-0.30
	Annual km	Fuel type: diesel	-	0.23
	Annual km	Fuel type: LPG	-	0.63
	Annual km	Commuting distance	-	0.01
	Commuting distance	Fuel type: benzine	-	-0.21
	Commuting distance	Fuel type: diesel	-	0.18
	Commuting distance	Fuel type: LPG	-	0.46
Commuting distance	Annual km	-	0.78	

Note There are six endogenous variables in total, three for each time period. The B matrix, contains the causal effects of the endogenous variables upon each other. In B_{1,1} and B_{2,2} the contemporaneous, or instantaneous effects are contained, while in B_{1,2} the lagged effects of period 1 to period 2 are given).

Source van Wissen & Golob (1990, table 7, p. 32).