

TABLE 8B11 SUMMARY OF LONG RUN GASOLINE ELASTICITIES FOR INDIVIDUAL COUNTRIES

| | <i>Price elasticity</i> | | | <i>Income elasticity</i> | | |
|-------------|-------------------------|---------------|-------------|--------------------------|---------------|-------------|
| | <i>PDL</i> | <i>LAGEND</i> | <i>INV2</i> | <i>PDL</i> | <i>LAGEND</i> | <i>INV2</i> |
| Canada | -2.0 | -1.1 | -0.9 | 0.6 | 0.5 | 0.6 |
| USA | -1.2 | -1.0 | -0.6 | 1.2 | 1.0 | 0.8 |
| Austria | -1.2 | -0.6 | -0.7 | 0.9 | 1.2 | 1.2 |
| Belgium | -1.5 | -0.7 | -0.6 | 1.0 | 1.3 | 1.3 |
| Denmark | -0.8 | -0.6 | -0.6 | 0.3 | 0.7 | 0.6 |
| Finland | -1.2 | -1.1 | -0.9 | 1.2 | 1.3 | 1.4 |
| France | -0.4 | -0.7 | -0.6 | 0.9 | 1.2 | 1.1 |
| Germany | 0.1 | -0.6 | 0.3 | 1.6 | 0.5 | 1.9 |
| Greece | 0.2 | -1.1 | -0.6 | 1.8 | 2.0 | 1.9 |
| Ireland | -1.0 | -1.6 | -0.8 | 1.3 | 0.9 | 1.3 |
| Italy | -0.7 | -1.2 | -0.9 | 0.9 | 1.3 | 1.2 |
| Netherlands | -3.2 | -2.3 | -1.5 | 0.4 | 0.6 | 0.8 |
| Norway | -2.5 | -0.9 | -0.8 | 1.3 | 1.3 | 1.3 |
| Portugal | -0.7 | -0.7 | -0.1 | 1.1 | 1.9 | 2.2 |
| Spain | -1.2 | -0.3 | -0.1 | 1.4 | 2.1 | 2.4 |
| Sweden | -0.1 | -0.5 | -0.4 | 1.2 | 1.2 | 1.3 |
| Switzerland | 0.2 | 0.1 | 0.1 | 1.8 | 1.5 | 1.6 |
| UK | -1.4 | -0.5 | -0.4 | 1.6 | 1.5 | 1.6 |
| Australia | -0.2 | -0.2 | -0.1 | 1.2 | 0.7 | 0.8 |
| Japan | -0.3 | -0.8 | -0.8 | 0.8 | 0.8 | 0.8 |
| Turkey | -1.1 | -0.6 | -0.5 | 1.1 | 1.3 | 1.2 |
| Mean | -1.0 | -0.8 | -0.6 | 1.1 | 1.2 | 1.3 |

Note PDL – polynomial distributed lag method; LAGEND – lagged endogenous method; INV2 – inverted-v Pascal lag model.

Source Sterner et al (1992, table 3, p. 114).