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In all figures quoted, gCO₂ is used to mean the equivalent global warming potential, measured in grams of carbon dioxide.

According to [Footprint expert](#) from the Carbon trust (Database version 3.3) , an average passenger diesel car causes about 200 gCO₂ per kilometre travelled. For freight, an average UK truck causes 150 gCO₂ per kilometre travelled per tonne carried. Average container shipping causes 15 gCO₂ per kilometre travelled per tonne carried.

Therefore, a 2 mile round trip in a car causes about 635 gCO₂, which is equivalent to a 1 kg product travelling 2600 miles in a truck or 26,000 miles in a ship.

According to the UK environment agency's [Life Cycle Assessment of Supermarket Carrier Bags](#), a typical supermarket bag is made of 8.12g of High-density Polyethylene (HDPE). The report quotes a global warming potential of 2.082 kgCO₂ to carry a standardised amount of shopping, which equates to 82.14 HDPE bags, assuming the bags are not re-used. This works out to an equivalent of 25 gCO₂ per bag.

Therefore, a 2 mile round trip in a car that causes 635 gCO₂ is equivalent to 25 carrier bags.