Table 1.Sixty Years of U.S. Energy Subsidies: EIA Studies in Comparison with
Other Research

| Study, Publication Date, Sponsor | Data Year(s) | Fuels Included | Total Subsidies/Year, Average Values | Notes | | |
|---|--------------|--------------------------------------|--|-------|--|--|
| | | | (Billions of 2007\$) | | | |
| <u>I. All fuels</u> | | | | | | |
| Energy Information Administration (1992) for U.S. DOE | 1989–92 | All | \$7.9 | | | |
| Energy Information Administration (1999 and 2000) for U.S. DOE | 1998–99 | All | \$8.2 | | | |
| Pacific Northwest Laboratory (1978) for U.S. DOE—average annual value | 1933–78 | All | \$12.6 | | | |
| Management Information Systems (2008)—average annual value | 1950–2006 | All | \$13.1 | (1) | | |
| Management Information Systems (1998)—average annual value | 1950–97 | All | \$14.6 | (1) | | |
| Energy Information Administration (2008) for U.S. DOE | 2006–07 | All, with focus on electricity | \$16.6 | | | |
| Koplow (1993a) for Alliance to Save Energy | 1989 | All | \$43.3 | | | |
| Koplow (2004) for the National Commission on Energy Policy | 2003 | All, but not all program types | \$56.5 | | | |
| Koplow (2007b) for the Organisation for Economic Co-operation and Development | 2006 | All, but not all program types | \$76.0 | | | |
| Heede et al. (1985) for the Center for Renewable Resources | 1984 | All | \$77.4 | | | |
| II. Comparison with additional studies covering subsets of fuels A. Nuclear power | | | | | | |
| EIA (1999 and 2000)—nuclear portion only | 1999 | Nuclear | \$0.7 | | | |
| EIA (1993)—nuclear portion only | 1992 | Nuclear | \$1.2 | | | |
| EIA (2008)—nuclear portion only | 2007 | Nuclear | \$1.3 | | | |
| Bowring (1980)—draft for EIA | 1950–1979 | Nuclear, but not all programs | \$2.2 | (2) | | |
| Goldberg (2000) for the Renewable Energy Policy Project | 1943–1999 | Nuclear | \$3.1 | | | |
| Komanoff and Roelofs (1992) | 1950–1990 | Nuclear | \$3.5 | | | |

(continues)

Table 1, continued

| Study, Publication Date, Sponsor | Data Year(s) | Fuels Included | Total Subsidies/Year, Average Values | Notes |
|--|--------------|------------------------------------|--|-------|
| B. Fossil fuels | | | | |
| EIA (1992)—oil and gas portion only | 1992 | O&G portion | (\$0.5) | (3) |
| EIA (1999 and 2000)—oil and gas portion only | 1999 | O&G portion | \$2.1 | |
| EIA (2008)—oil and gas portion only | 2007 | O&G portion | \$2.1 | |
| Koplow and Martin (1998) for Greenpeace | 1996 | Oil only | \$32.2 | |
| International Center for Technology Assessment (2005) | 2003 | Oil, mostly defense- related | \$133.2 | (4) |
| Wahl (1996) for the Institute for Local Self Reliance | 1996–97 | Oil, with some natural gas | \$257.8 | |
| Hwang (1995) for the Union of Concerned Scientists | 1990–91 | Oil, with some natural gas | \$270.4 | |
| International Center for Technology Assessment (1998) | 1998 | Oil, with some natural gas | \$1,412 | (5) |
| C. Liquid biofuels | | | | |
| EIA (1999 and 2000)—liquid biofuels only | 1999 | Liquid biofuels | \$0.9 | |
| EIA (2008)—liquid biofuels only | 2007 | Liquid biofuels | \$3.2 | |
| Koplow (2006) for Global Subsidies Initiative | 2006 | Liquid biofuels | \$6.6 | |
| Koplow (2007a) for Global Subsidies Initiative | 2007 | Liquid biofuels | \$9.0 | |

Sources: Updated from Koplow and Dernbach (2001); individual reports are listed in report reference section.

Notes:

(1) The MISI methodology is also problematic in its treatment of tax subsidies, nuclear power, and oil and gas price controls, to name a few issues.

(2) Time span covered varied by policy; use of 40-year span depresses annual values somewhat. Though analysis was prepared for EIA, the report was supposedly never released in final form.

(3) Negative value represents EIA credit to oil for motor fuel taxes going to general fund rather than highways. EIA did not deduct general funds flowing to road projects from this calculation.

(4) Includes oil security subsidies only.

(5) Value is much higher than all other estimates because it includes a variety of energy, safety, and health externalities related to both fuels and driving.