

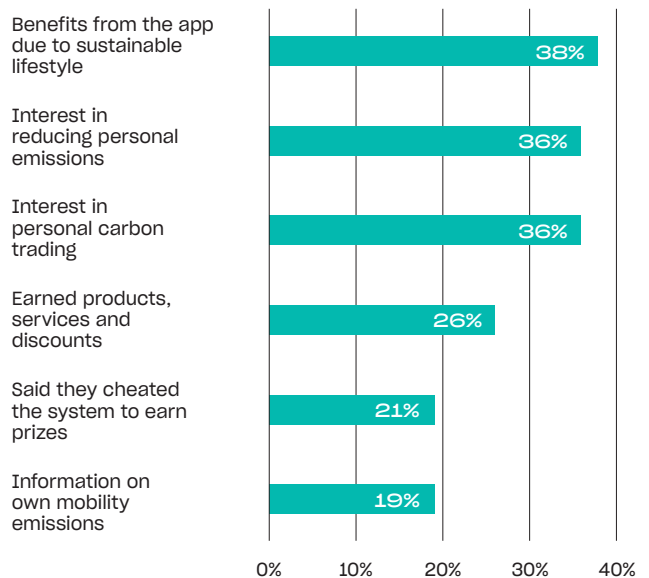
Key results and conclusions

PCT pilot in the CitiCAP-project

- The main research period was 5/2020-12/2020
- In total 2500 user IDs created and 100-350 active users weekly
- All user groups were presented in the pilot but citizens under 50 years old, with high education and income and those not having a car were more likely to participate to the pilot
- Mobility distances and emissions decreased significantly due to Covid-19 during the Spring 2020
- Mobility emissions decreased during the Autumn 2020 both in PCT users' group and in a reference users' group. Therefore intensification of Covid-19 was likely the main cause of the change.
- PCT users did not seem to react to emission allowance price changes
- Majority of users earned a few virtual euros. Best ones earned more than 30.
- The average weekly personal emissions budget was 19 kg CO₂eq. Basic level was in average 21 kg CO₂eq and basic weekly budget 17 kg CO₂eq per week.

Participant experience of PCT

Most common reasons to participate in CitiCAP



47% stated that they knew what PCT is before the pilot

79% At the end of the pilot, 79% understood how PCT works

36% reduced their mobility emissions. Main reasons: information on own emissions, willingness to challenge oneself and prizes through the PCT

Fairness of personal carbon trading

CitiCAP users (n=47)

- **70%** thinks that PCT is a fair way to reduce emissions in a society
- Citizen specific allocation method for emission allowances was perceived as fair by **91%**

CitiCAP users (n=131) and Lahti citizens (n=358)

- Willingness to participate in PCT (**62%** and **27%**) twice as high as willingness to pay higher environmental taxes or prices
- Excessive burdens on rural households and families with children, based on their above average emissions, considered unfair by **60-75%**