**Roadmap to rebound: how to address rebound effects from resource efficiency policy**

David Font Vivanco1\*, Serenella Sala2, and Will McDowall1

1 UCL Institute for Sustainable Resources, University College London (UCL), WC1H 0NN London, United Kingdom

2 European Commission, Joint Research Centre, Directorate D: Sustainable Resources, Bioeconomy Unit, Ispra, Italy

\* Corresponding author: David Font Vivanco; e-mail: d.vivanco@ucl.ac.uk; Tel.: +44(0)20 3108 5935

# Supporting information

**Table S1**. Classification of the reviewed studies according to desired characteristics in terms of scope, rebound mechanisms, product properties, and indicators, for assessing rebound effects from policy. A cross symbol means that the study considers a particular characteristic in its analysis.

| **Study** | **Focus** | **Area(s) of policy intervention** | **Rebound effect size** | **Key drivers** | **Scope** | | **Rebound mechanisms** | | | **Product properties** | | **Indicators** | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Endogenous technical changes** | **Regional, national or international level** | **Direct effect** | **Indirect effects** | **Macro-economic effects** | **Changes in product attributes** | **Capital costs** | **Life cycle- based** | **Multiple indicators** |
| (Wood et al., 2017) | Consumer-oriented diet and clothing policy interventions in Europe. | Food and clothing | 25 to 75% | Direct economic savings and differences in carbon intensity | X (Expert opinion) | International |  | x |  |  |  | x |  |
| (Freire-González, 2011) | Energy performance of household energy efficiency policies in Catalonia | Energy | 35 to 49% | Direct economic savings | X (Empirical evidence) | Regional | x |  |  |  |  |  |  |
| (D’Haultfœuille et al., 2014) | Feebate scheme to promote the purchase of less polluting cars in France | Transport | 35 to 170% | Additional travel demand, increased fleet, and manufacturing scale | X (Empirical evidence) | National | x |  |  |  |  |  |  |
| (Hennessy and Tol, 2011) | Tax reform on new car purchases in Ireland | Transport | 37 to 61% | Direct economic savings | X (Empirical evidence) | National | x |  |  |  |  |  |  |
| (Davis, 2008) | Water and energy consumption of a government-sponsored high-efficiency cloth washer giveaway in Bern, Kansas | Water and energy | NA | Direct economic savings and larger capacity | X (Empirical evidence) | Regional | x |  |  | x |  |  |  |
| (Davis et al., 2014) | Large-scale appliance replacement program in Mexico | Energy | 72% | Notable economic savings and energy-intensive features of the new appliances | X (Empirical evidence) | National | x |  |  | x |  |  |  |
| (Mizobuchi, 2008) | Carbon performance of Japanese energy saving policies | Energy | 27 to 115% | Capital costs incurred by households | X (Empirical evidence) | National | x | x |  |  | x | x |  |
| (Font Vivanco et al., 2015) | EU-level eco-innovation policies | Transport | -1,500 to 7,189% | Direct economic savings and differences in impact intensity | X (Empirical evidence) | International | x | x |  | x | x | x | x |
| (Dandres et al., 2012) | EU-level bioenergy policy scenarios | Energy | -69 to 45% | Drop in coal and lignite production costs and increase in exports | X (Expert opinion) | International |  |  | x |  |  | x | x |
| (Barker et al., 2007a) | Energy efficiency policies and programmes in the UK | Energy | 11 to 25%. | Reductions in industrial costs and prices in energy-intensive industrial sectors and extra energy output being consumed by energy-intensive industries. | X (Empirical evidence) | National | x | x | x |  | x | x |  |
| (Barker et al., 2007b) | Voluntary climate change agreements from energy-intensive industrial sectors in the UK | Energy | 16 to 26% | Reduction in energy costs for producers | X (Empirical evidence) | National | x | x | x |  | x | x |  |

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