



Transport Energy Efficiency

Where Australia Sits

Henry O'Clery
Future Climate Australia
henry@futureclimate.com.au

The Cars of Tomorrow
12 March 2015
Crown Promenade Hotel, Melbourne

We use 30% more fuel than necessary

Some claim that you cannot compare fuel economy in Australia with other markets as we purchase a different mix of vehicles.

The average emissions for passenger vehicles sold in Australia in 2013 was 182 g/km.

Analysis of data from the NTC and the UK SMMT shows that if we apply the Australia mix to the corresponding UK emissions data by class this figure would be 140 g/km.

Thus UK standards could be expected to deliver a 30% fuel saving.

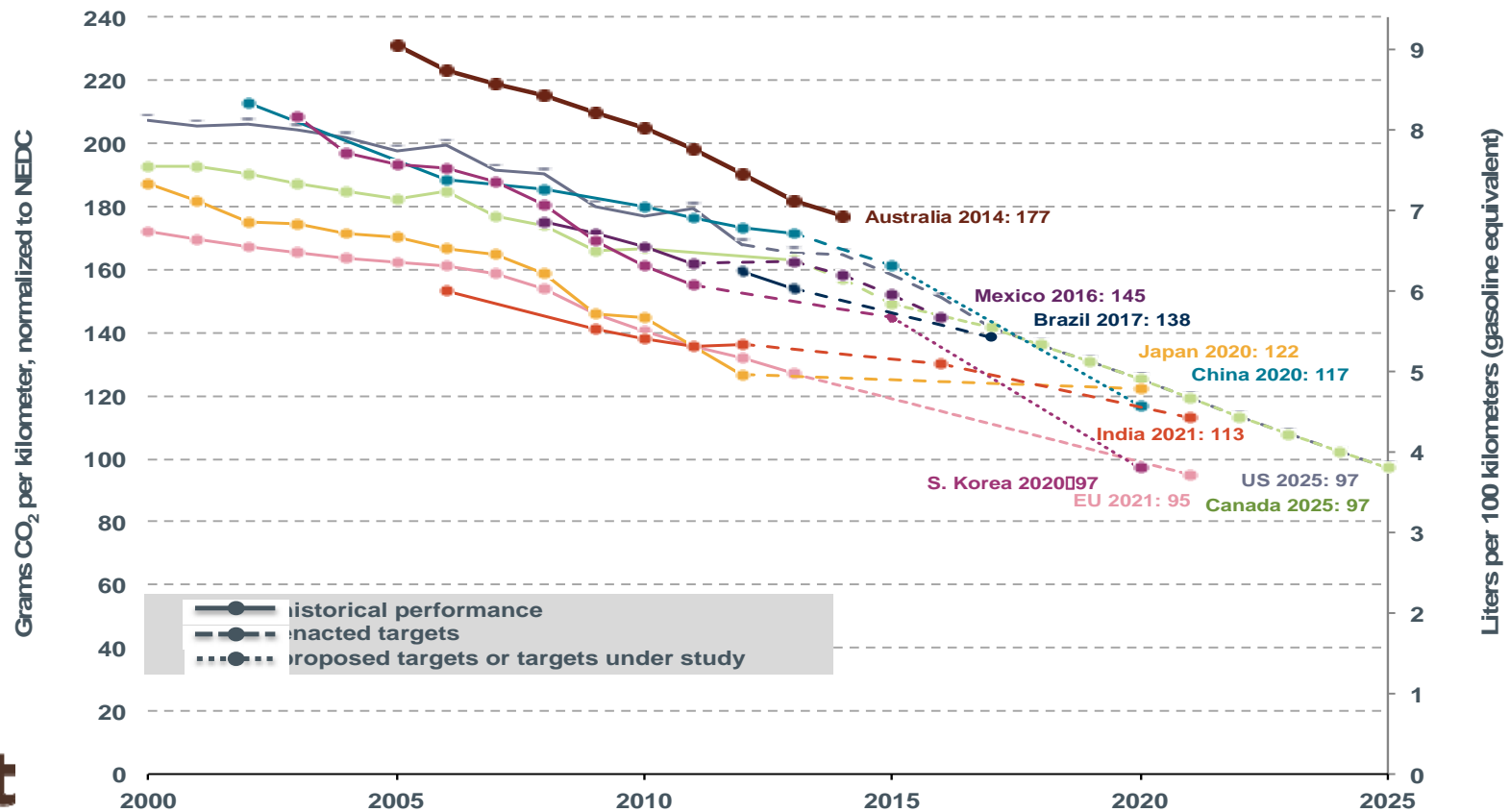
Our Fuel Quality is Not a Barrier

Some claim that the lack of low sulphur fuel in Australia is an impediment to meeting new vehicle CO₂ standards.

A 2014 ICCT report states that there is no direct relationship between fuel sulphur content and vehicle CO₂ emissions.

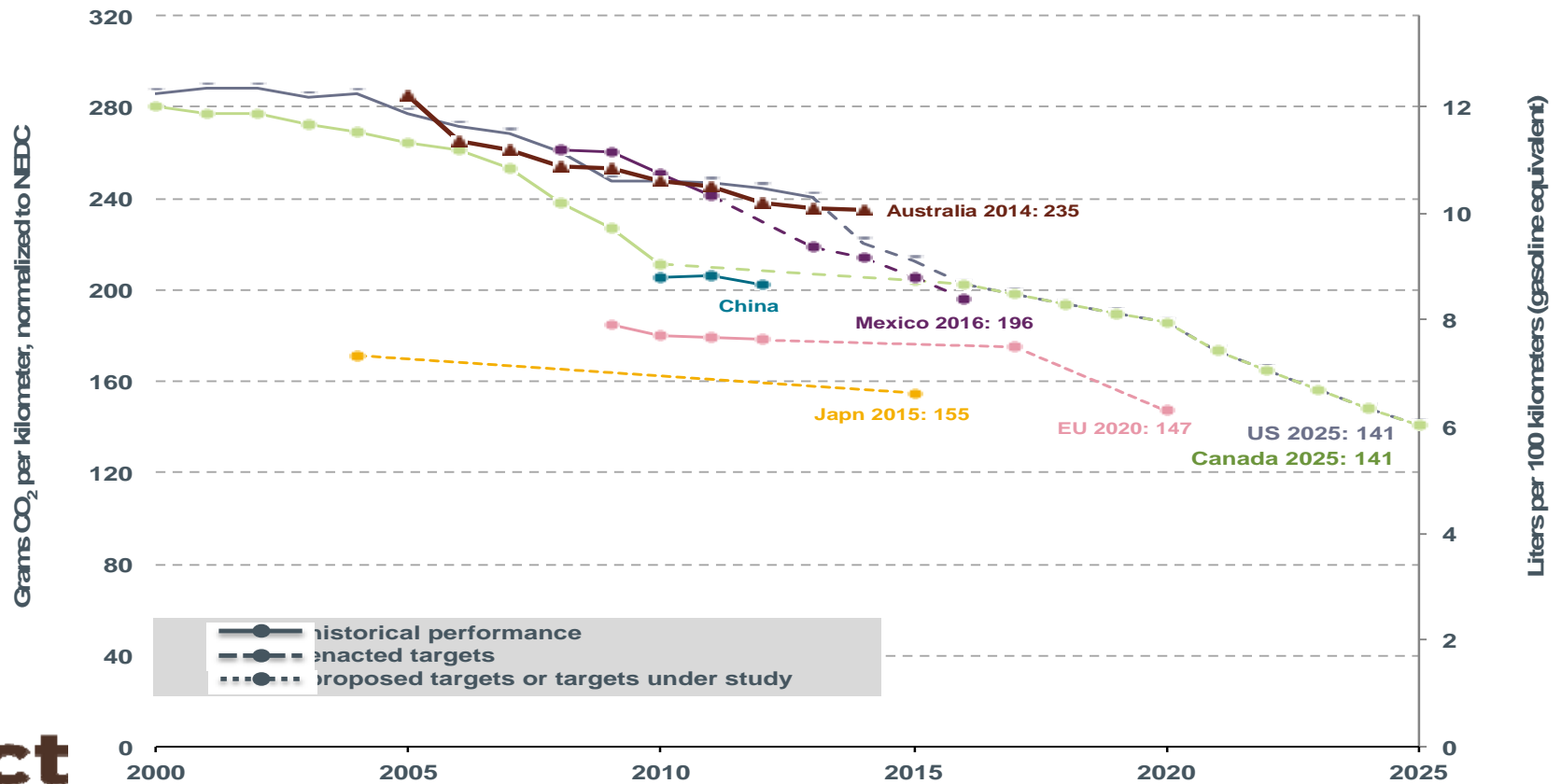
It further states that Australia's current fuel quality does not present any impediment to delivering CO₂ emission reduction at rates comparable with other regions of the world.

Global Passenger Vehicle CO₂ standards compared with Australia



<http://www.theicct.org/info-tools/global-passenger-vehicle-standards>

Global Light-Commercial Vehicle CO₂ standards compared with Australia



So Where Does Australia Sit?

We rank worst in the OECD for Transport Energy Efficiency

A recent report by the American Council for an Energy-Efficient Economy (ACEEE), found that Australia ranks last for transport energy efficiency and was showing a “backward trend” against other OECD countries.

In 2013 over 80 per cent of global new passenger car sales were subject to fuel efficiency regulations.

Australia and Russia are the only major markets without regulation.

Markets with similar fleet composition to Australia, the US and Canada, have standards in place to improve efficiency by almost 50% by 2025.

Australia currently has no regulations and no plans.

Surely this presents a unique opportunity?



Thank you!

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