

# Australia's Transport Energy Productivity

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Doubling Australia's Energy Productivity (2xEP) by 2030  
Australian Alliance to Save Energy – Briefing  
Old Parliament House, Canberra  
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## NRMA's advocacy objectives

Ensure our Members have access to transport energy that is

Secure

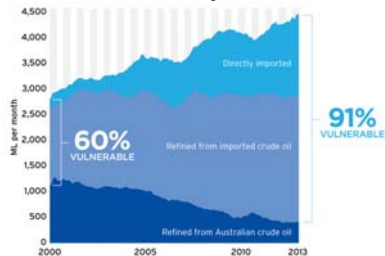
Sustainable

Affordable

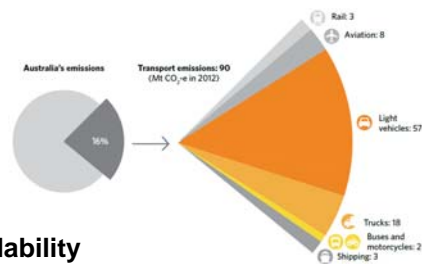


## The problems

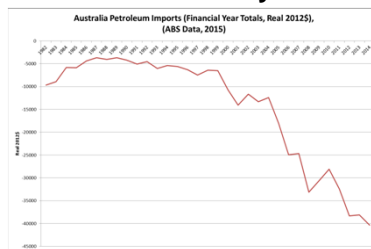
### Security



### Sustainability



### Affordability



## The solutions

### 1. Technical Efficiency Improvements

e.g: fuel economy standards, increased hybrids  
accelerated uptake of efficient commercial transport & freight

### 2. Demand Reduction & Mode Shift

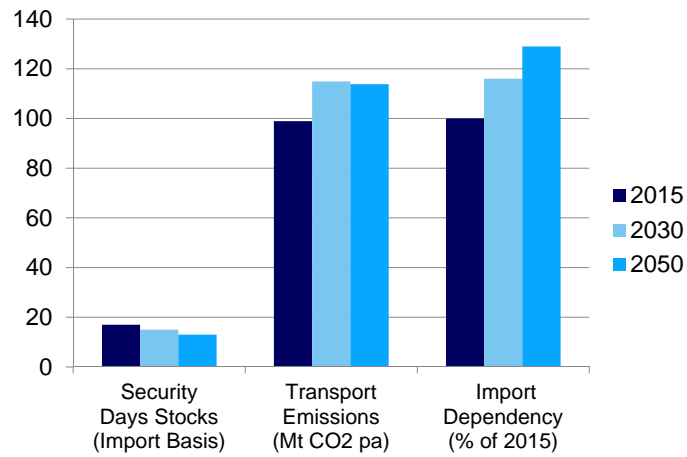
e.g: teleconferencing; increased rail freight; improved urban design & transport systems

### 3. Electrification & Fuel Shifting

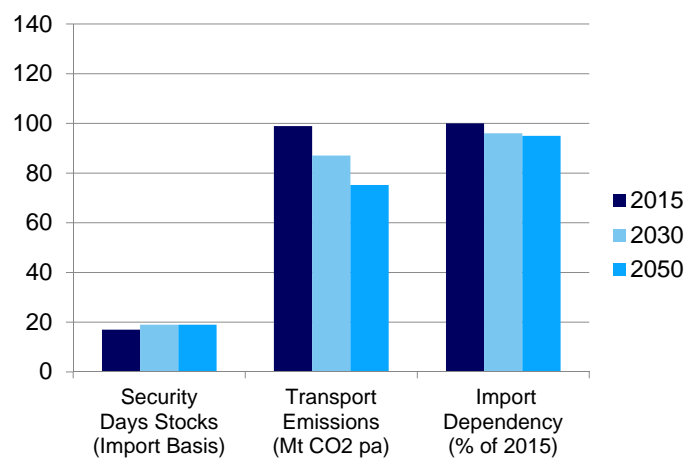
e.g: accelerated uptake of electric and fuel cell vehicles; accelerated uptake of gaseous fuels for commercial & freight; electrification of industry tasks such as mine haulage

.....All can contribute to 2xEP

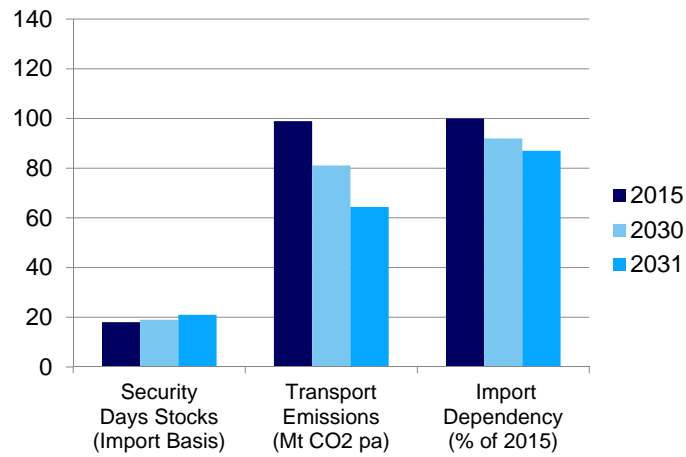
## The Benefits: BAU



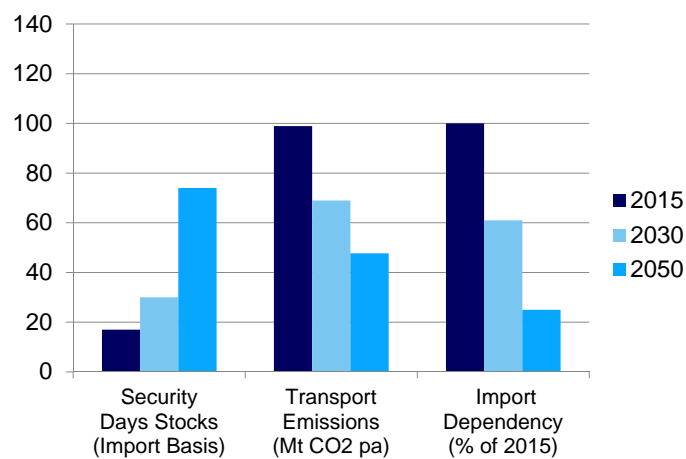
## The Benefits – Energy Efficiency only



## The Benefits – Energy Efficiency & Demand

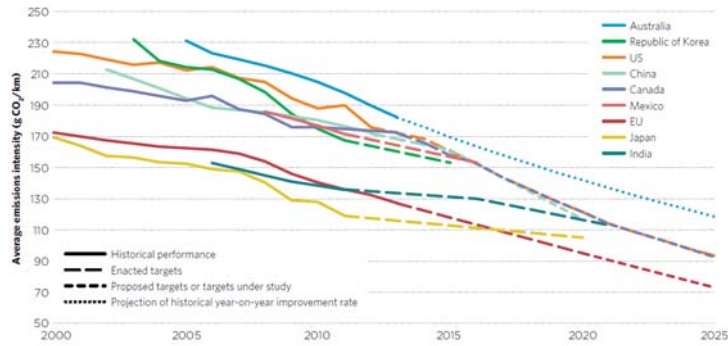


## The Benefits – EE & Demand & Fuel Switch



# Passenger Vehicle CO<sub>2</sub> Emissions Intensity

FIGURE A.1: PASSENGER VEHICLE CO<sub>2</sub> EMISSIONS INTENSITY, SELECTED COUNTRIES, 2000-25



**Note:** CO<sub>2</sub> emissions and fuel economy for all standards normalised to European test cycle (NEDC). The coverage of 'passenger vehicles' differs by country; SUVs are included in the EU, Japan, Republic of Korea, China and India, and covered under 'light trucks' in North America and Mexico. The EU met its 2015 target in 2013, so the EU trajectory to its next target year (2020) is a straight line from actual 2013 new passenger vehicle emissions intensity to the 2020 target. Japan, which met its 2015 target in 2011, has a similar approach. EU 2025 target is a mid-point between proposed targets of between 68 and 78 g CO<sub>2</sub>/km. The BAU projection for Australia is the rate of passenger vehicle improvement recorded from 2009-13 (3.5 per cent).

**Source:** Adapted from ICCT 2014 and, for Australia, NTC 2014.