



Media Release

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Improving fuel efficiency and reducing pollutants remains essential

Australia's peak body for downstream gaseous fuels today urged the Government to stay on-track working towards achieving its clean air agenda and not succumb to misrepresentations about efforts to improve fuel efficiency and reduce pollution across the transportation lifecycle.

CEO of Gas Energy Australia John Griffiths today said this consultation process is and should be about more than just carbon or false claims of a carbon tax.

"It is neither," said Mr Griffiths

"We need to take care to acknowledge that Australia's vehicle fleets can and ultimately should be cleaner. More fuel efficient vehicles also cut motorists' running costs. So we need to stay on-course.

"With Australia's abundant supplies of gaseous fuels like LPG, CNG and LNG, which reduce pollution particulates almost to zero, it makes no sense for Australia to be fully dependent on imported, dirtier and more expensive oil-based fuels (ie petrol and diesel) for transport energy.

The World Health Organisation has concluded that diesel particulates are cancer causing and that there is no safe level of airborne particulates - which are estimated to be causing up to 3,000 deaths a year in Australia*. So we can't ignore the need for cleaner fuel."

"Australian gaseous fuels can also significantly reduce carbon emissions by up to an almighty 25 per cent," said Mr Griffiths.

Gas Energy Australia strongly supports the Government's whole-of-government coordinated approach to improving air quality and fuel efficiency - something that has been lacking in the past. While the Association does not support every proposal in the current position paper, it supports the overall process and the vitally important need to reduce all pollutants from vehicles.

"Australia is lagging behind the rest of the world. Not only is emissions control important for health, but low standards make us a dumping ground for old technology and deter the development of cleaner alternatives," said Mr Griffiths.

"So while those fighting for older, lower standard, higher polluting technologies might seek to derail the process, the Government should stick with the overall intent of its clean air and fuel efficiency agenda. It's not simply about carbon, it is also about reducing harmful pollutants across the lifecycle of vehicle production and use."

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* Australian and New Zealand Journal of Public Health, October 2014, It's safe to say there's no safe level of air pollution, Dr Adrian Barnett.