

ABOUT GAS ENERGY AUSTRALIA

Gas Energy Australia (GEA) is the national peak body which represents the bulk of the downstream gaseous fuels industry which covers Liquefied Petroleum Gas (LPG), Liquefied Natural Gas (LNG) and Compressed Natural Gas (CNG).

The industry comprises major companies and small to medium businesses in the gaseous fuels supply chain; refiners, fuel marketers, equipment manufacturers, LPG vehicle converters, consultants and other providers of services to the industry.

IMPORTANT GASEOUS FUELS FACTS:



Over **400,000 Australians and thousands of businesses** in regional Australia are not on the electricity grid – many of which run on dirtier, more expensive and often subsidised diesel generation.



LPG, LNG and CNG fuels can **reduce carbon emissions by up to 25%** and virtually eliminates particulates along with NOx and SO2.



Over **380,000 gas vehicles** - around 3,000 dispensers supplying autogas in Australia.



The stationary energy LPG sector **supports 2500 direct jobs** while over **3600 automotive technicians** are qualified to work on LPG autogas vehicles.



Half of the gas used in Australia is for mining and manufacturing – contributing \$196 billion to the national economy and **employing over 949,000 Australians.**



70% of homes use mains or bottled gas – that's **6.5 million homes and growing.**



Australia's gas infrastructure can store the **same amount of energy as 6 billion Powerwall batteries.**



Displacing 10% of diesel used on heavy on-road transport could reduce imported diesel by 1,018 million litres per annum - **reducing CO2 emissions by up to 597,000 tonnes.**



GEA Members have almost **\$4.3 billion invested in LPG facilities, trucks and cylinders.**



Electricity emissions are the largest source of emissions in Australia, representing 45% of emissions, making it an important sector for abatement.



Gas delivers 44% of Australia's household energy - but only 13% of household greenhouse gas emissions.



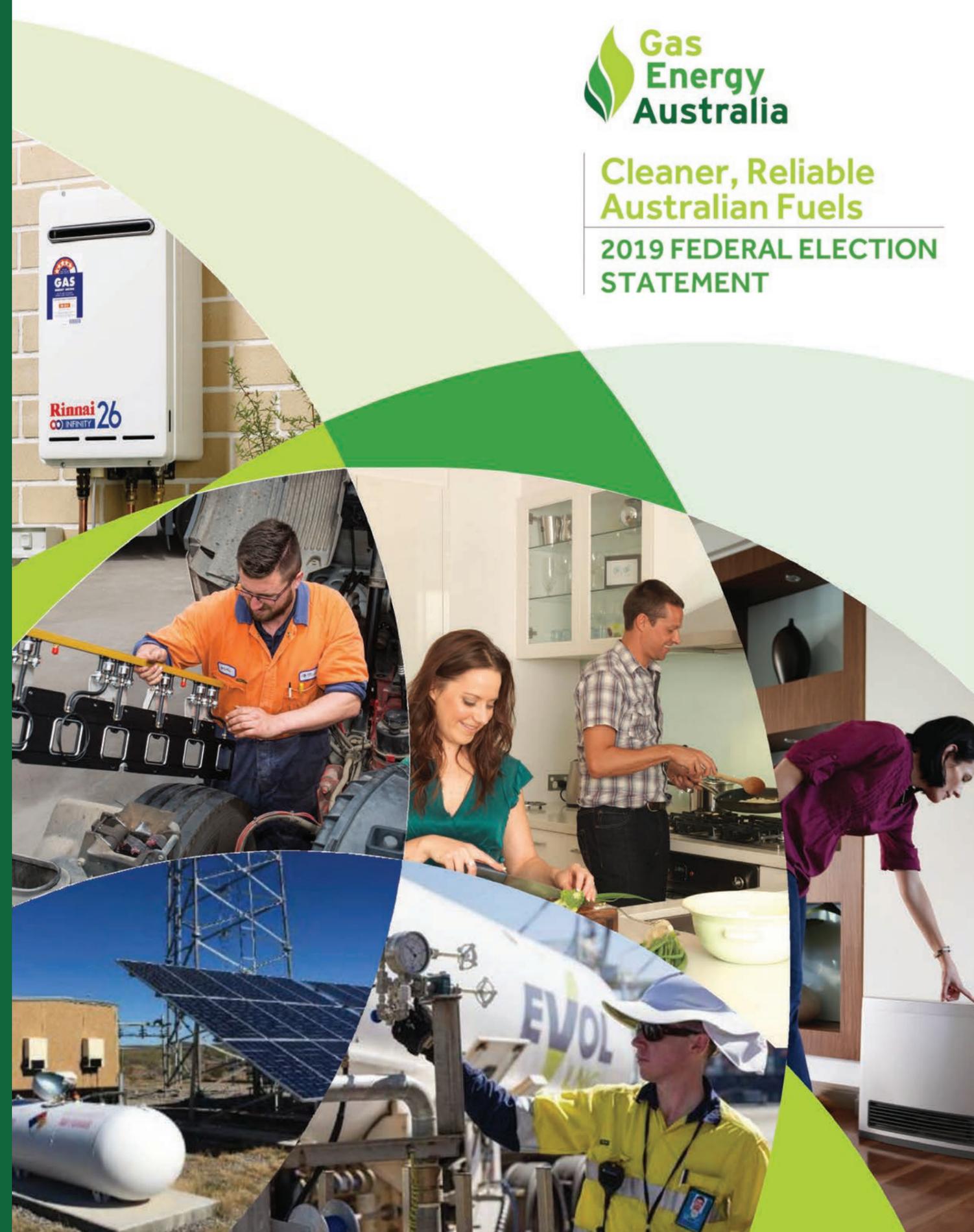
LPG contributes more than \$3.5 billion a year to the national economy and other gaseous fuels add to this contribution.



Transport related greenhouse gas emissions are predicted to grow by 37% between 2005 and 2025 – unless we **support cleaner fuel options like gas.**



Every 10% substitution of imported diesel by Australian gaseous fuels would **save \$870 million in import costs.**



**FOUR BASIC AND AFFORDABLE MEASURES FOR
CLEANER, RELIABLE FUEL SECURITY AND LOCAL JOBS**

FIND OUT MORE: www.cleanercheaperfuels.com

2019 FEDERAL ELECTION STATEMENT



Australian gaseous fuels address the triple drivers of reliability, cost and the environment. It is therefore critical to take the necessary steps to ensure that these fuels become a bigger part of Australia's energy mix - creating more Australian jobs.

Gas Energy Australia is calling on all parties and candidates contesting the 2019 Federal Election to commit to delivering the following four basic measures.

1 CHEAPER, RELIABLE ENERGY FOR FAMILIES AND BUSINESSES

- ✓ Adopting a technology neutral approach to 'green schemes' so Australian families can save up to \$600 on their energy bills just by converting their electric hot water system to gas;
- ✓ Establishing a pilot program to convert off-grid communities to reliable, affordable, cleaner fuels - including gas & gas hybrids; and
- ✓ Implementing an effective consumer education program about the range of lower emitting fuel energy sources available that can help mitigate against supply disruptions, increase energy security and provide lower energy costs for Australian families and businesses.



TAMWORTH FAMILY CUTS COSTS AND EMISSIONS CASE STUDY

Liz Hayward in Tamworth replaced her family's electric hot water system with an LPG one because it's more efficient and better for the environment. The new LPG system reduced her family's annual electricity bill by \$600.

2 INCREASED LIQUID FUEL SECURITY

- ✓ Honouring the Coalition and Labor's commitment that the tax on gaseous heavy transport fuels should be no more than 50% of that on diesel/petrol on an energy equivalent basis;
- ✓ Encouraging substitution of imported diesel with clean domestic gaseous fuels for off-grid power generation; and
- ✓ Adopting cleaner, Australian natural gas as the preferred marine fuel for local fleets instead of dirtier, imported oil fuels; including removing barriers to bunkering of Australian LNG.



MARINE LNG TO MEET STRICTER EMISSION REGULATIONS CASE STUDY

In early 2017, the first commercial LNG marine bunkering in Australia of a new Woodside offshore platform supply vessel took place in Western Australia. In the near term, LNG will be used to power ferries operating between Tasmania and Victoria which will enable compliance with stricter International Maritime Organisation sulphur and emissions regulations.

3 CARBON EMISSIONS REDUCED COST EFFECTIVELY

- ✓ Reforming government procurement rules and policies to include low emission gaseous fuel options for fleets and public transport;
- ✓ Adopting a technology neutral approach to reducing both vehicle CO2 and tailpipe emissions and controlling emissions from off-road vehicles used in mining, agriculture and construction and
- ✓ Ensuring government policies and programs supporting zero emission fuels include renewable gaseous fuels such as biomethane and biopropane - as well as hydrogen.



WA MINING JOBS SUPPORTED BY CLEANER CHEAPER FUEL CASE STUDY

During 2018, LNG enabled the Carosue Dam, Daisy Milano, Dalgara, Darlot, Deflector and Mt Marion mines in Western Australia, which employ hundreds of workers, to reduce their combined diesel fuel consumption by 55 million litres, saving a total of \$7.6 million on their fuel costs and reducing CO2 emissions by 27,000 tonnes.

4 GREATER FREIGHT TRANSPORT PRODUCTIVITY

- ✓ Integrating gaseous fuels transport into a national freight and logistics strategy that incorporates the necessary mechanism to protect designated dangerous goods transport corridors from the impact of urban intensification; and
- ✓ Aligning and removing the duplication of freight transport regulation across Australia's states and territories.



COFFS HARBOUR BYPASS TO INCORPORATE DANGEROUS GOODS TRANSPORTATION WITH IMPROVED SAFETY CASE STUDY

The Coffs Harbour Bypass design and planning report issued by the NSW Roads and Maritime Services makes provision for vehicles carrying dangerous goods to use the Bypass and avoid residential and urban areas - improving efficiency and safety for all road users and the wider community.

FIND OUT MORE:
www.cleanercheaperfuels.com