

THE °CLIMATE GROUP

GREENHOUSE INDICATOR SERIES

AUSTRALIAN PETROLEUM USE AND EMISSIONS ANNUAL REPORT

December 2009

TABLE OF CONTENTS

1.	INTRODUCTION, METHODOLOGY AND FUEL TYPES	PAGE 2
2.	NATIONAL OVERVIEW	PAGE 3
3.	NEW SOUTH WALES (& ACT) ANALYSIS	PAGE 7
4.	VICTORIA ANALYSIS	PAGE 9
5.	QUEENSLAND ANALYSIS	PAGE 11
6.	SOUTH AUSTRALIA	PAGE 13
7.	WESTERN AUSTRALIA	PAGE 15
8.	TASMANIA	PAGE 17
9.	NORTHERN TERRITORY	PAGE 19
10.	ANNEX : KEY TABLES	PAGE 21
11.	CONTACT	PAGE 24

THE CLIMATE GROUP

INTRODUCTION

This report is part of The Climate Group's Greenhouse Indicator Series. It examines the use of petroleum products and the resulting greenhouse gas emission that these produce across every state in Australia. The report covers the period from October 2008 – September 2009, and compares this with the same period for the previous two years.

The Climate Group's Weekly Greenhouse Indicator tracks greenhouse gas emissions from energy (including petroleum) on a weekly basis in Victoria, New South Wales, Queensland and South Australia.

Methodology

The data used in this report is taken from the following sources:

Sales data: Petroleum sales data is sourced from the Australian Government Department of Resources, Energy and Tourism (RET) publication *Australian Petroleum Statistics*, which provides monthly national and state petroleum statistical information. (This report does not include the sales of or emissions from lubricants, bitumen and other products which make up around 3 per cent of Australia's petroleum emissions).

Emissions data: Emissions are derived from the emission factors and energy content factors, which are sourced from the Australian Government Department of Climate Change publication *National Greenhouse Accounts (NGA) Factors, November 2008*.

Petrol and diesel price data are taken from the Australian Automobile Association.

Fuel types:

There are dozens of individual petroleum based products used across Australia. For the purposes of this report, these have been incorporated into the following categories:

- Liquid petroleum gas (LPG) – This includes both transport and non-transport uses of LPG. Non transport uses include domestic use for heating and cooking, as well as commercial use in industrial processes.
- Petrol - This includes regular and premium unleaded petrol, lead replacement, proprietary and E10 ethanol mix.
- Aviation fuel – Both gasoline and turbine fuel.
- Diesel – Including diesel used in the automotive, industrial and marine sectors. Diesel is also used for power generation in remote areas, which are not connected to the main grid.
- Other - This category is primarily comprised of fuel oil, with a very small amount of heating oil and kerosene. Kerosene is used as an industrial solvent and is occasionally used for heating and lighting.

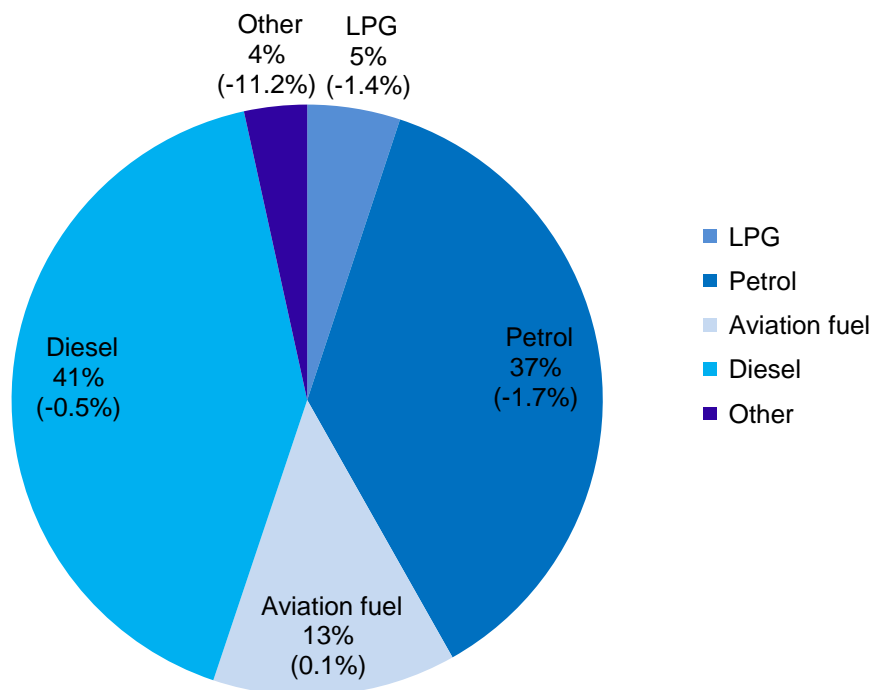
NATIONAL OVERVIEW

During the 12 months from October 2008 to September 2009, the use of petroleum-based fuels across Australia produced 120.7 million tonnes of greenhouse gas emissions. This represents around 20 per cent of the Australia's total emissions. This was a reduction of 1.6 million tonnes or 1.3 per cent on the previous 12 months and went some way to reversing a 2.9 per cent rise in emissions from petroleum-based fuels between 2007 - 08.

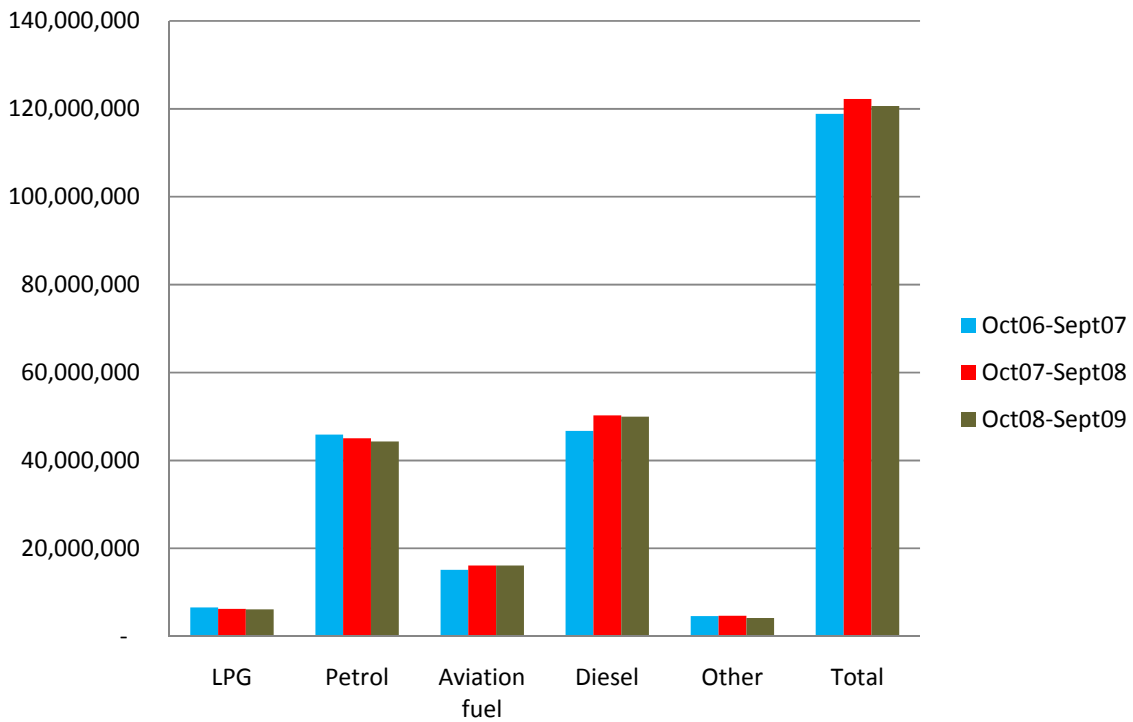
This decline in petroleum emissions occurred despite a rise in population of 2.1 per centⁱ across the country. The use of and resulting emissions from LPG, petrol, diesel and other fuels all fell this past year with the exception of aviation fuel, emissions from which saw a small growth of 0.1 per cent to 16.1 million tonnes .

It is likely that the fall in overall petroleum use and emissions is largely due to the global financial crisis, which has curtailed business and industrial growth, especially in heavy industry and resources sectors. The GFC also affected consumer confidence.

Australian Petroleum Emissions by Fuel Type



Petroleum Emissions by Fuel Type and Total (in tonnes)



Patterns of fuel use in Australia have remained broadly consistent with the previous year. We have seen a continued slow shift from petrol to diesel and continued growth in aviation fuel use and emissions. The emissions intensity per sales volume of Australia’s use of petroleum based products has remained the same - however the emissions intensity per capita has fallen from 5.7 to 5.5 tonnes per person due to population growth.

Diesel accounted for the largest share of emissions from any of the major fuel types, some 50 million tonnes or 41 per cent of all petroleum based emissions over the last 12 months. This was the result of a little more than 18.5 million kilolitres (kL) being combusted in total. This represents a decrease in use and emissions of 0.5 per cent on the previous year, following a rise in demand of 7.5 per cent for the year ending September 2008. This was the sharpest rise in demand for any single category of petroleum product.

Petrol use released 44.3 million tonnes of greenhouse emissions in the past year. This was 37 per cent of total emissions from petroleum products and the result of 18.8 million kL being used. This was a reduction in use of 1.3 per cent or 239,000 kL on the previous year, continuing the decline seen in the year ending September 08 of 1.5 per cent.

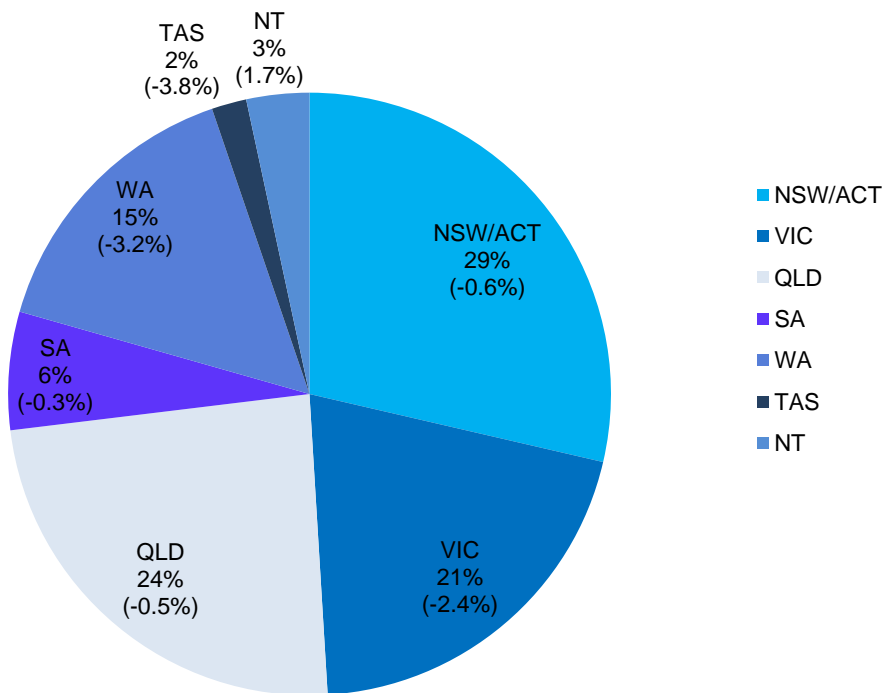
The decrease in use this year was despite a decline in the price of unleaded petrol of between 14-16 per cent (after rises of 17-20 per cent the previous year). This price fluctuation has been broadly similar to that seen in diesel prices in Australia.

Demand for aviation fuel grew slightly this year with some 6.3 million kL used, resulting in 16.1 million tonnes of greenhouse emissions. This followed a substantial increase in demand of 6.3 per cent the previous year. Aviation fuel is the third largest contributor of all petroleum greenhouse emissions in Australia, accounting for 13 per cent of total petroleum emissions.

The fastest growing category of fuel use across any of the categories was E10, which is a mix of 90 per cent unleaded petrol (ULP) and 10 per cent ethanol. As ethanol has a negligible greenhouse impact, E10 is 10 per cent less emissions intensive than standard ULP. While E10 still only accounts for four per cent of all petroleum-fuels use and 10 per cent of petrol across Australia, demand grew by 73 per cent this year and 176 per cent the year before.

The largest relative decrease in fuel use among all categories use was the “other” category, the vast majority of which is fuel oil. Fuel oil makes up 98 per cent of the “other” category and is most commonly used in resources operations. The remaining elements of “other” are heating oil and kerosene. Use of these fell by more than 11 per cent and is likely the result of a slower year in the mining and resources sector where fuel oil is most commonly used.

Australia's Petroleum Emissions by State



New South Wales (including the Australian Capital Territory) is the largest greenhouse emitter from petroleum products in absolute terms with 34.5 million tonnes or 29 per cent of the country’s total petroleum emissions. It is followed by Queensland (29.0 million tonnes, 24 per cent) and Victoria (24.6

million tonnes, 21 per cent). Tasmania produced the least amount of emissions (2.3 million tonnes, 2 per cent).

Emissions from petroleum products fell everywhere except in the Northern Territory. The greatest relative decline in emissions occurred in Tasmania, with a 3.8 per cent drop, followed by WA with a 3.2 per cent drop.

New South Wales' high overall total is, in part, due to the state having the largest population of any state. More than 7.4 million people or 34 per cent of all Australians live there. New South Wales also accounts for a disproportionately large share of national aviation fuel use (more than 40 per cent) and related emissions with Sydney being the country's busiest airport. The state's emissions from petroleum per capita is 4.65 tonnes per year, lower than the Australian average of 5.5 tonnes per year.

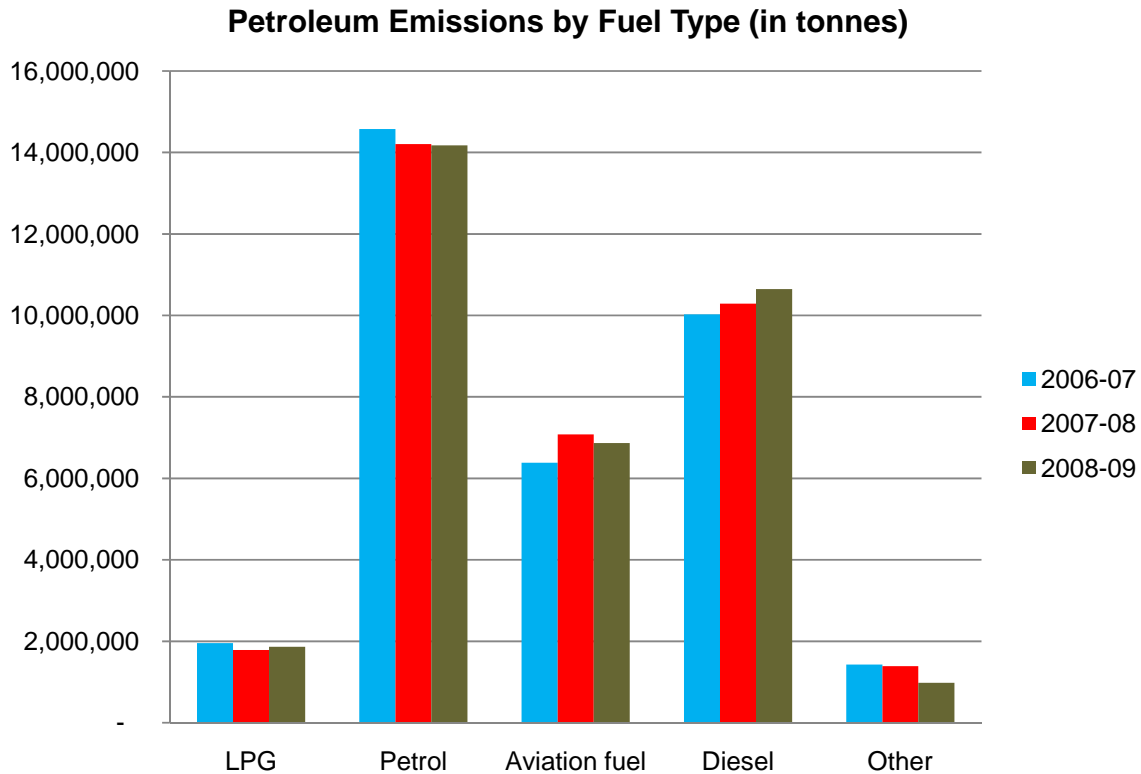
The Northern Territory produces by far the most emissions from petroleum per capita, at 18.23 tonnes greenhouse emissions in the last year, some 120 per cent greater than the next highest state, Western Australia (8.33 tonnes per person).

The high per capita emissions in these states is partly due to the amount of resource operations such as mining, as well as the need for remote power generation which often involves a petroleum-based fuel. This results in a higher proportional demand for diesel and fuel oil than is seen in other states.

Queensland has the next highest per capita emissions from petroleum products at 6.62 tonnes per person. New South Wales and Victoria, which combined hold approximately 60 per cent of Australia's population, emit 4.65 and 4.56 tonnes per capita respectively, lower than the Australian average of 5.5 tonnes. Tasmania has the lowest emissions per capita of all states at 4.5 tonnes.

The Northern Territory was the only region to see an increase in emissions from petroleum during the year (1.7 per cent) with Tasmania seeing the greatest reduction in emissions on last year (3.8 per cent).

NEW SOUTH WALES (& ACT)



In the last year NSW/ACT produced 34.5 million tonnes of greenhouse emissions from the use of petroleum products, more than any other state in Australia. This was a decrease of 211,000 tonnes or 0.6 per cent from the previous year despite a population increase of 1.6 per cent. This compared with a rise in emissions of 1.1 per cent the year before.

Petroleum products account for 21 per cent of all greenhouse emissions in New South Wales, one per cent more than the national average of 20 per cent.

It is worth noting that New South Wales has the largest population at just over 7.4 million people, 34 per cent of Australia's total population. Petroleum emissions per capita were 4.65 tonnes per person, considerably lower than Western Australia and Queensland, and slightly higher than Victoria and Tasmania.

While there have been changes in the amount of fuel being used, the overall fuel mix has not changed markedly. Petrol remains by far the most popular petroleum-based fuel used in the state with just over 6 million kL used this year, emitting 14.2 million tonnes of emissions. Petrol use declined by 0.2 per cent (28,000 tonnes) this year and following a decline of 2.5 per cent (368,000 tonnes) the previous year. This was a smaller fall in demand for petrol than nationally, which saw an overall decrease of 3.4 per cent over the two years.

In contrast, diesel use and related emissions rose by 3.5 per cent or 356,000 tonnes over the last year. This continued the trend from the previous year where diesel use grew by 2.6 per cent in NSW.

The price of unleaded petrol fell by 16 per cent last year, following a 20 per cent rise the year before. Price fluctuations for diesel have remained broadly similar to petrol during the last three years with both spiking in mid 2008, then falling, with a smaller rise recently.

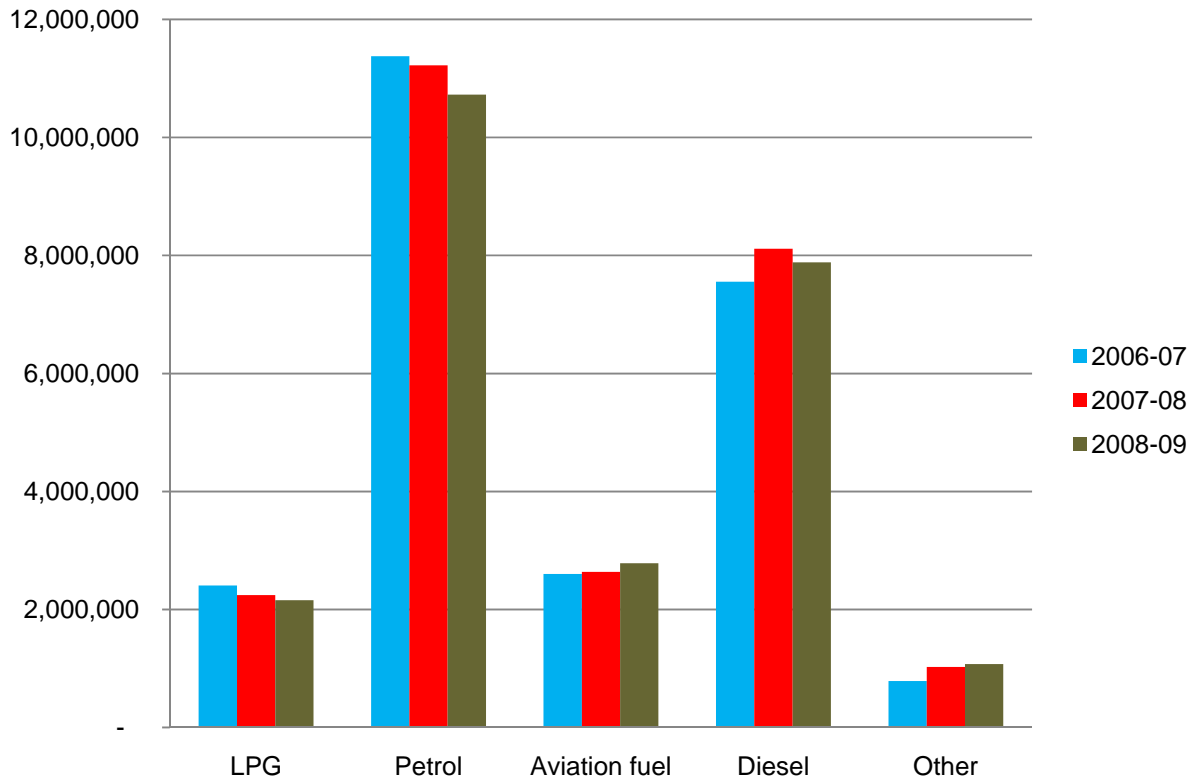
The largest decrease in any single category of petroleum product use and subsequent emissions was seen in fuel oil (the majority component of the “other” category). Emissions fell by 29 per cent or 403,000 tonnes this year.

Emissions from LPG rose by 4.4 per cent or 79,000 tonnes this year, going some way to reversing a drop of around twice that the previous year.

The use of aviation fuel decreased by 2.9 per cent this year, on the back of a 10.8 per cent increase in use the previous year. This is likely because of a slight fall in international air travel and freight this year due to the global financial crisis. Unsurprisingly, NSW/ACT accounts for 43 per cent of Australia’s emissions from aviation fuels with Sydney being the busiest airport in the country.

VICTORIA

Petroleum Emissions by Fuel Type (in tonnes)



In the last year Victoria produced 24.6 million tonnes of greenhouse emissions from the use of petroleum products. This represented a decrease of 2.4 per cent, or 618,000 tonnes from the previous year, despite an increase in population of 2.1 per cent.

The main reason for this was a decrease in demand for petrol of 4.4 per cent resulting in half a million tonnes less emissions than the previous year. This was the most substantial fall in petrol demand across the country this year with the national decrease recorded at 1.7 per cent. This was despite a drop in the price of unleaded petrol of roughly 15 per cent this year.

Petrol is still Victoria's most widely-used petroleum fuel. The sale of just over 4.5 million kL produced 10.7 million tonnes of emissions or 44 per cent of the state's overall emissions from petroleum.

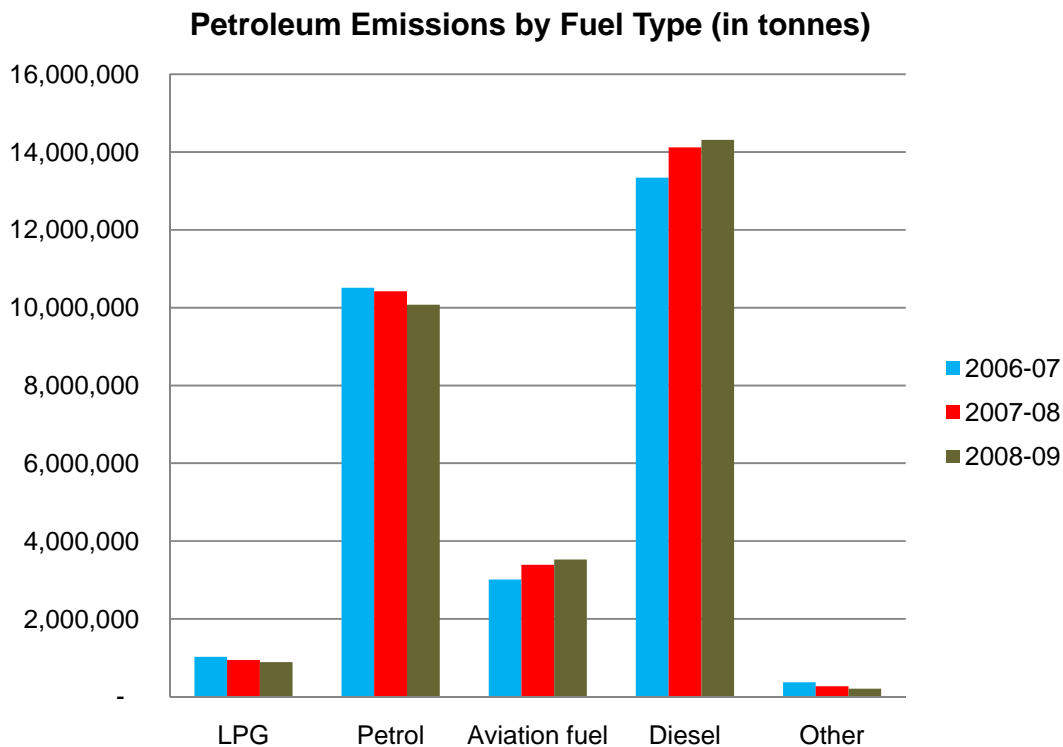
The combustion of, and resulting emissions from diesel also decreased, by 2.8 per cent (231,000 tonnes) this year. However, this followed a sizeable increase in diesel use the previous year of 7.4 per cent (559,000 tonnes). As a result, diesel use in the state has increased by 4.3 per cent across the two years.

The use of LPG decreased by 3.9 per cent this year following a 6.7 per cent fall the previous year, resulting in an emissions reduction of 87,000 tonnes this year and 161,000 tonnes the year before. In contrast, the use of aviation fuel increased by 5.5 per cent this year – the largest single increase for the year of any of the Australian states.

Victoria's emissions per person from all petroleum products are the second lowest of any state in Australia at 4.56 tonnes per capita (only Tasmania is lower at 4.5 tonnes). However, the state's large population means that it is still the third largest emitter from petroleum in absolute terms, with only Queensland and New South Wales emitting more.

Emissions from petroleum products represent 21 per cent of the state's total emissions from all sources, one per cent more than the national average of 20 per cent.

QUEENSLAND



This last year, Queensland produced 29 million tonnes of greenhouse emissions from the use of petroleum products, the second highest level in the country. This was a decrease of 0.5 per cent or 138,000 tonnes on the previous year despite an increase in population of 2.6 per cent. However, this followed a rise in petroleum emissions of 3.1 per cent or 881,000 tonnes the previous year.

Much of the reason for this year's fall in petroleum use and resulting emissions is likely to be the effects of the global financial crisis, which has caused business and industry growth to fall across the state.

Queensland has the third highest emissions per capita from petroleum products in Australia. Part of the reason for the high per capita use in Queensland is due to mining activities as well as a number of remote towns that are on diesel grids.

Unlike in New South Wales and Victoria, diesel is the most widely-used fuel in the state, accounting for around half of all emissions from petroleum fuels. The use of diesel increased by 1.3 per cent or 190,000 tonnes this year, following a rise of 5.8 per cent or 779,000 tonnes the previous year.

The use of petrol dropped 2.7 per cent this year resulting in a 3.3 per cent or 345,000 tonnes decrease in emissions. This followed a decrease in petrol emissions of 0.9 per cent the previous year.

The decrease in petrol use continued despite a 14 per cent reduction in the price of unleaded petrol this year, following a 19 per cent spike in price the previous year. These fluctuations have also been broadly similar to diesel price fluctuations.

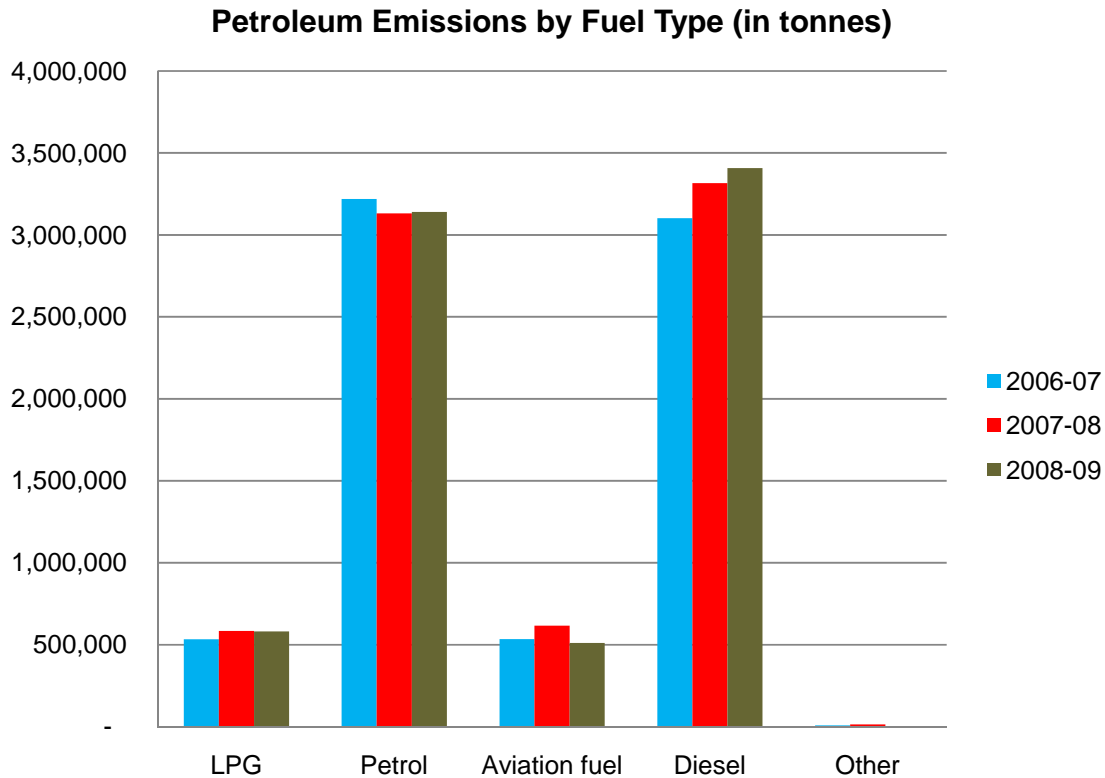
The fastest growing category of fuel use in the state was aviation fuel, which grew by four per cent this year, following a rise of 12.4 per cent the previous year. This was the fastest growth in use of aviation fuel out of any of the mainland states and resulted in an additional 884,000 tonnes of emissions being released over the two years.

The use of LPG fell by 5.9 per cent this year resulting in an emissions reduction of 6.1 per cent or 57,000 tonnes. This followed a fall in LPG emissions of 7.8 per cent or 80,000 tonnes the previous year.

Interestingly, Queensland is by far the highest user of kerosene of any Australian state, the use of which fell by 48 per cent in the last year. Along with a decrease in the use of fuel oil and heating oil in the state, this accounts for the reduction in emissions from “other” fuels by 23 per cent this year and 27 per cent the previous year.

Emissions from petroleum make up 16 per cent of the state’s total emissions, a smaller proportion than any other Australian state.

SOUTH AUSTRALIA



This year emissions from petroleum products totaled 7.6 million tonnes in South Australia. This represented a decrease of 0.3 per cent or 19,000 tonnes on the previous year, although this small drop was on the back of a larger increase of 3.6 per cent, or 267,000 tonnes the year before.

Petroleum emissions averaged 4.72 tonnes per person, the fourth most intensive in the country.

Petrol and diesel are the two most used petroleum-based fuels used in the state. More than 1.32 million kL of petrol was used this year producing 3.1 million tonnes of emissions. This represented a rise of 0.3 per cent on the previous year, coming after a larger fall of 2.7 per cent in petrol use the previous year. Unleaded petrol prices fell by 16 per cent this year, after a 20 per cent rise the year before.

1.26 million kL of diesel was used this year producing 3.4 million tonnes of emissions – the highest level for any single fuel type in South Australia. However, it is important to note that because diesel tends to be used more efficiently in engines than petrol, that emissions per mile travelled are likely to be lower than in the case of petrol use.

As in almost all other states, diesel use has grown during the past two years, increasing by 2.8 per cent or 91,000 tonnes of emissions this year, following a 6.9 per cent or 213,000 tonnes increase the previous year.

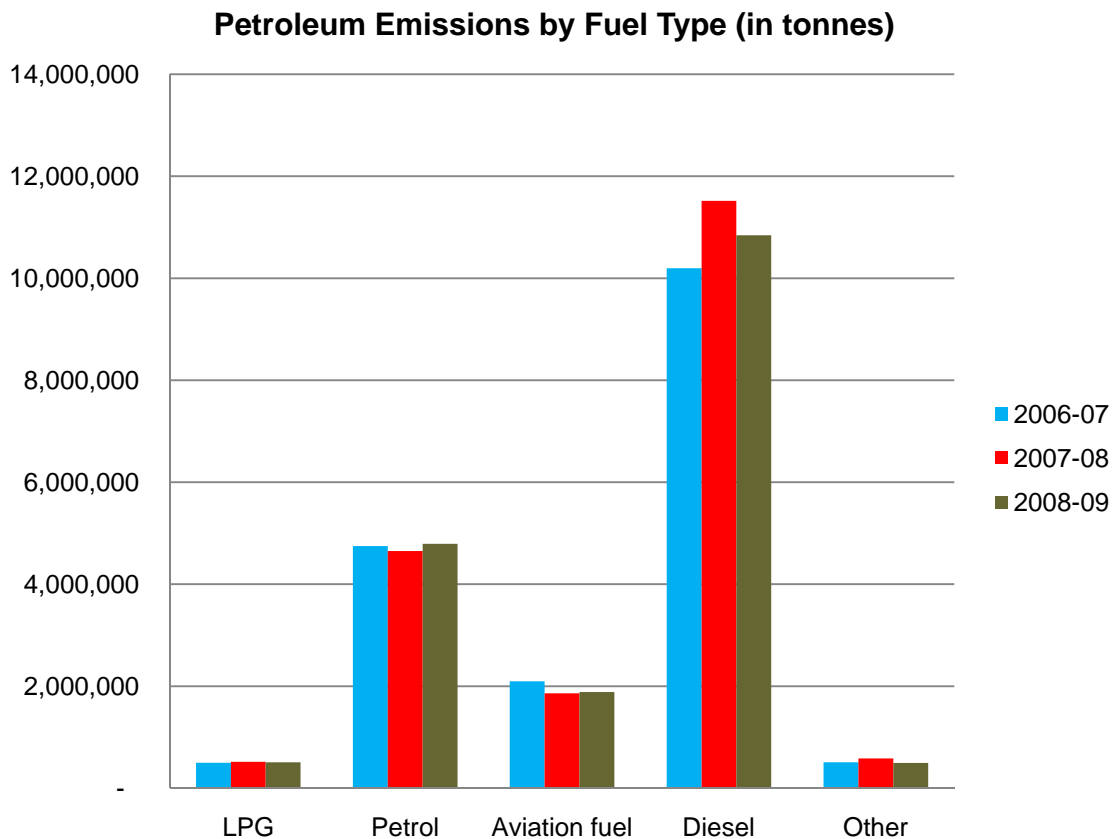
Diesel prices have fluctuated in a similar way to petrol prices, spiking mid way through 2008, and then seeing a substantial fall during the past year.

The use of aviation fuel has fluctuated significantly during the past two years. In the last 12 months, demand for the fuel fell by 17 per cent, by far the largest relative decrease seen for the fuel in any part of Australia. However, this was recorded on the back of an increase of 15.4 per cent the previous year.

The use of and subsequent emissions from the combustion of LPG decreased by 0.5 per cent or 3000 tonnes this year. This was following a much larger increase the previous year of 9.7 per cent, or 52,000 tonnes. The overall increase in LPG use over the two years was contrary to the national trend which saw a decrease in LPG use over the same period.

Emissions from petroleum make up 25 per cent of the state's total emissions – the highest proportion of any Australian state.

WESTERN AUSTRALIA



In the last year emissions from petroleum products in Western Australia totaled 18.5 million tonnes. This represented a decrease on the previous year of 607,000 tonnes or 3.2 per cent. Part of the reason for this is the likely effects of the global financial crisis, which have seen a decrease in economic growth, especially in the resources sector which is especially prominent in Western Australia.

This year's decrease was on the back of a more significant six per cent (1,080,000 tonnes) rise in petroleum emissions the previous year.

Petroleum emissions per capita in Western Australia were 8.3 tonnes per person, the highest anywhere in Australia apart from the Northern Territory. This is partly because petroleum use is significant for remote mining activities, as well as the fact that a number of remote towns that are not connected to the electricity grid use diesel for power generation.

The main reason for fluctuating petroleum use and emissions has been changes in the demand for diesel, by far the most-used fuel type in Western Australia, making up more than 55 per cent of all petroleum fuel sales by volume. Diesel sales fell by 5.9 per cent resulting in 675,000 tonnes less emissions this year, after a 13 per cent, or 1,323,000 tonnes increase the previous year,

Diesel is used both by consumers for their personal transport, as well as by industry in the state. As a result, the decrease in diesel use seen this year is likely to be, in part, due to a slower year for the resource sector because of the prevailing economic conditions.

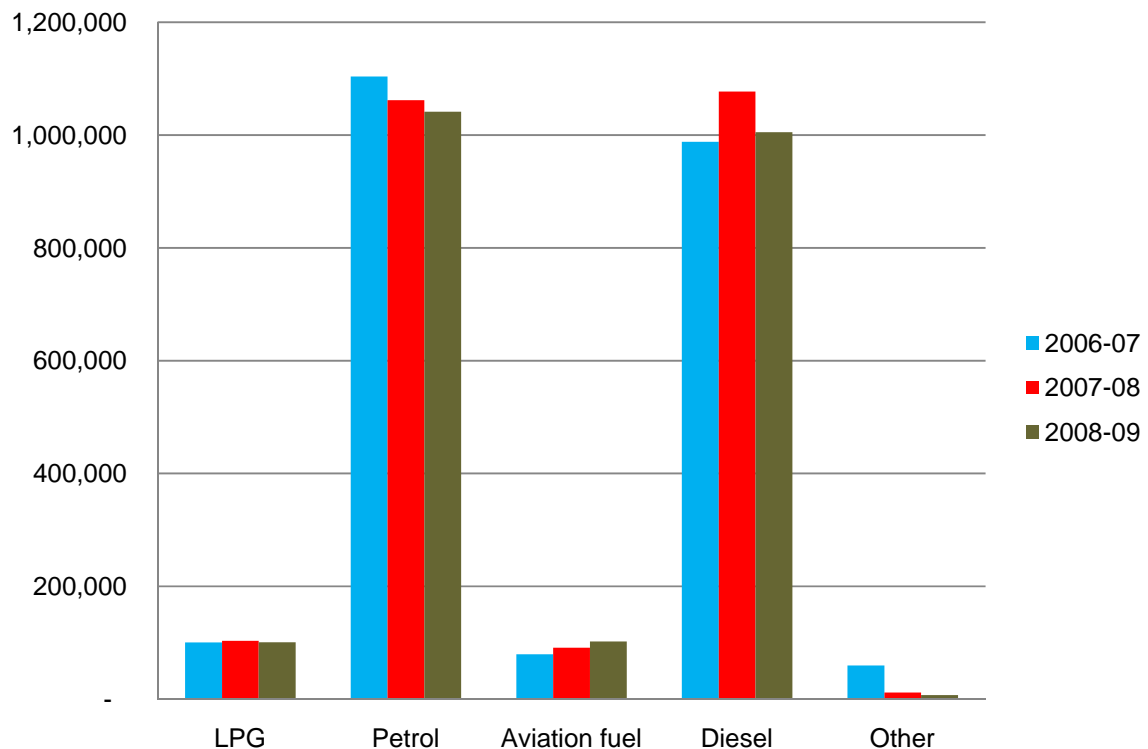
The demand for and resulting emissions from petrol use rose by 3.1 per cent or 142,000 tonnes this year, outweighing a 2.2 per cent decrease in use and 2.1 per cent decrease in emissions the previous year. The price of petrol fell by 16 per cent this year, wiping out a 17 per cent rise seen the year before. Diesel prices in the state have also seen similar changes.

The use of and emissions from aviation fuel grew by 1.4 per cent or 26,000 tonnes during this year, after a decrease of 11 per cent or 235,000 tonnes the previous year.

Emissions from petroleum make up 24 per cent of the state's total emissions, slightly more than the average of 20 per cent seen across the country.

TASMANIA

Petroleum Emissions by Fuel Type (in tonnes)



In the last year Tasmania's emissions from petroleum products totaled 2.3 million tonnes. This represented a fall of 3.8 per cent, or 89,000 tonnes less than the previous year – the largest relative decrease in Australia. This was despite a one per cent increase in the population. This followed an increase in emissions of 0.6 per cent the previous year.

Not surprisingly, overall emissions from petroleum products were the smallest of any Australian state in absolute terms, representing just two per cent of the national petroleum emissions.

The main reason for the reduction in petroleum emissions was a fall in the use of, and resulting emissions from both petrol and diesel - the most widely-used petroleum based fuels in the state.

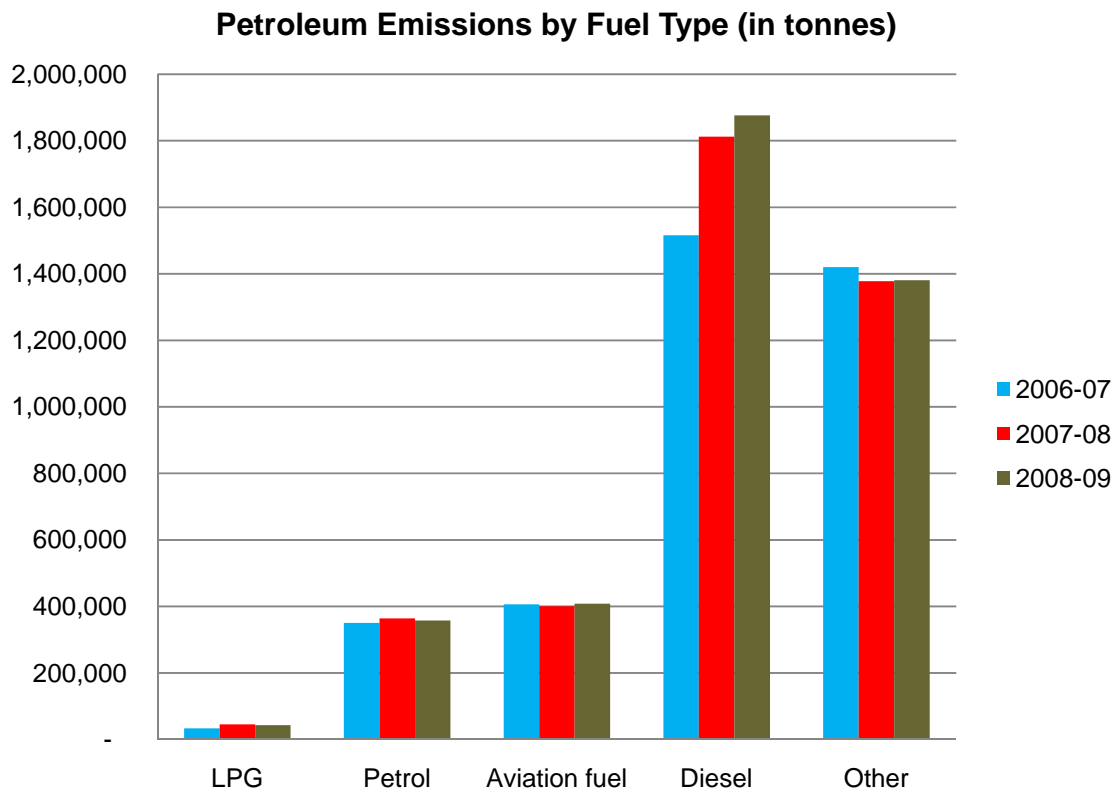
Petrol use declined by 1.9 per cent resulting in 20,500 tonnes fewer emissions this year, following a 3.8 per cent or 42,000 tonnes fall the previous year. The price of petrol fell by 14 per cent this year, after a rise of 17 per cent the year before, with diesel prices seeing broadly similar price fluctuations.

As with petrol, the use of and resulting emissions from diesel fluctuated during the course of the previous two years. They fell by 6.7 per cent this year on the back of a larger rise of 9 per cent the previous year.

The use of aviation fuel has seen steady growth, this year up 12.2 per cent following a 14.7 per cent increase the year before. It was responsible for just more than 100,000 tonnes of emissions this year.

Tasmania's per capita emissions from petroleum products were the lowest of any region in Australia, at 4.5 tonnes per year.

NORTHERN TERRITORY



This year petroleum emissions in the Northern Territory rose by 1.7 per cent, or 67,000 tonnes to just over 4 million tonnes. It was the only part of Australia to see a rise in petroleum emissions this year. This was on top of a rise of 7.3 per cent the previous year – the largest relative increase in any part of Australia. The population of the Northern Territory increased by 2.2 per cent this year.

Petroleum emissions per capita are by far the highest of any part of the country, at 18.23 tonnes per person. As in Western Australia, the high per capita use is partly due to significant remote mining activities as well as the fact that a number of remote towns that are not connected to the electricity grid use diesel for power generation.

In absolute terms, the Northern Territory's emissions are significantly less than the other mainland regions, making up just over a tenth of New South Wales' petroleum emissions.

The mix of fuels used in the Northern Territory differs significantly from most of Australia with diesel and fuel oil the most popular fuels by some margin.

The use of and emissions from diesel, by far the most used fuel in the Northern Territory, rose by 3.5 per cent or 64,000 tonnes this year following an increase of 19.6 per cent or 296,000 tonnes the previous year.

Diesel prices have seen significant fluctuations over the previous two years, with prices spiking during the first part of 2008, and falling again during the previous 12 months. Similarly, petrol prices have fallen by 14 per cent in the Northern Territory this year, after a rise of 17 per cent the year before.

The use of fuel oil saw no change during the past year, following a fall of 2.8 per cent the previous year.

The use of and resulting emissions from petrol fell by 1.6 per cent, or just under 6000 tonnes this year, following a rise 3.9 per cent or just under 14,000 tonnes the previous year.

The use of, and resulting emissions from aviation fuel has changed little during the past two years, resulting in just over 408,000 tonnes of emissions this year.

Despite very different patterns of petroleum use compared with other states, petroleum emissions make up 22 per cent of the state's total emissions, two per cent higher than the Australian average.

ANNUAL PETROLEUM REPORT - APPENDIX

Emissions (in tonnes) by fuel type and state (Oct 08 – Sep 09)						
	LPG	Petrol	Aviation fuel	Diesel	Other	Total
NSW/ACT						
Emissions	1,863,512	14,178,753	6,867,325	10,645,603	980,391	34,535,585
% Change (09 vs. 08)	4.4%	-0.2%	-2.9%	3.5%	-29.5%	-0.6%
% Change (08 vs. 07)	-8.8%	-2.5%	10.8%	2.6%	-2.6%	1.1%
VIC						
Emissions	2,157,918	10,726,272	2,784,287	7,882,645	1,076,260	24,627,382
% Change (09 vs. 08)	-3.9%	-4.4%	5.5%	-2.8%	5.0%	-2.4%
% Change (08 vs. 07)	-6.7%	-1.4%	1.5%	7.4%	30.4%	2.1%
QLD						
Emissions	888,280	10,076,050	3,523,053	14,310,826	207,341	29,005,549
% Change (09 vs. 08)	-6.1%	-3.3%	4.0%	1.3%	-22.7%	-0.5%
% Change (08 vs. 07)	-7.8%	-0.9%	12.4%	5.8%	-27.7%	3.1%
SA						
Emissions	581,392	3,140,317	510,754	3,407,675	2,187	7,642,325
% Change (09 vs. 08)	-0.5%	0.3%	-17.1%	2.8%	-83.7%	-0.3%
% Change (08 vs. 07)	9.7%	-2.7%	15.4%	6.9%	88.3%	3.6%
WA						
Emissions	505,635	4,791,797	1,886,824	10,844,215	494,067	18,522,539
% Change (09 vs. 08)	-2.3%	3.1%	1.4%	-5.9%	-15.2%	-3.2%
% Change (08 vs. 07)	4.3%	-2.1%	-11.2%	13.0%	14.7%	6.0%

TAS						
Emissions	100,995	1,041,214	102,352	1,005,137	7,114	2,256,812
% Change (09 vs. 08)	-2.3%	-1.9%	12.2%	-6.7%	-40.7%	-3.8%
% Change (08 vs. 07)	3.0%	-3.8%	14.7%	9.0%	-79.8%	0.6%
NT						
Emissions	43,186	358,128	408,373	1,876,322	1,380,813	4,066,821
% Change (09 vs. 08)	-4.7%	-1.6%	1.9%	3.5%	0.2%	1.7%
% Change (08 vs. 07)	36.6%	3.9%	-1.4%	19.6%	-3.0%	7.3%
Aust Total						
Emissions	6,140,918	44,312,531	16,082,968	49,972,424	4,148,173	120,657,014
% Change (09 vs. 08)	-1.4%	-1.7%	0.1%	-0.5%	-11.2%	-1.3%
% Change (08 vs. 07)	-4.9%	-1.8%	6.3%	7.5%	2.0%	2.9%

Sales (kL) by fuel type and state (Oct 08-Sept 09)						
	LPG	Petrol	Aviation fuel	Diesel	Other	Total
NSW/ACT	1,188,159	6,051,396	2,684,933	3,942,816	336,348	14,203,652
VIC	1,371,989	4,515,551	1,089,278	2,919,498	369,252	10,265,568
QLD	570,501	4,308,337	1,379,630	5,300,306	72,747	11,631,521
SA	370,257	1,319,461	200,383	1,262,102	851	3,153,054
WA	322,090	2,013,360	739,345	4,016,376	169,367	7,260,538
TAS	65,176	437,485	40,216	372,273	2,768	917,918
NT	27,814	150,474	160,636	694,934	473,054	1,506,912
Aust Total	3,915,986	18,796,064	6,294,421	18,508,305	1,424,387	48,939,163

Population and petroleum emissions (in tonnes) per capita						
	Population ('000s)			Tonnes per capita		
	2009	2008	2007	2009	2008	2007
NSW/ACT	7,426.4	7,307.9	7,226.1	4.7	4.8	4.8
VIC	5,402.6	5,290.7	5,201.3	4.6	4.8	4.8
QLD	4,380.4	4,267.7	4,169.1	6.6	6.8	6.8
SA	1,618.2	1,599.6	1,582.4	4.7	4.8	4.7
WA	2,224.3	2,156.7	2,101.0	8.3	8.9	8.6
TAS	501.8	496.8	492.7	4.5	4.7	4.7
NT	223.1	218.2	213.5	18.2	18.3	17.5
Aust Total	21,799.1	21,340.1	20,988.5	5.5	5.7	5.7

N.B. Population figures are as of March each year, the mid-point of each 12 month period
Source: ABS - Australian Bureau of Statistics, 3101.0 Australian Demographic Statistics, Mar 2009

Average unleaded petrol price by state and year (c/L)			
State	2006-07	2007-08	2008-09
NSW/ACT	120.9	144.6	121.1
VIC	121.3	144.2	122.5
QLD	114.6	136.3	116.8
SA	119.8	143.3	120.3
WA	121.1	141.8	119.3
TAS	124.8	149.8	127.1
NT	131.8	154	132.1

Note: capital city metro area prices used only

Australia Market share by fuel type by year					
Year totals	LPG	Petrol	Aviation	Diesel	Other
Oct06-Sept07	8.6%	40.0%	12.3%	35.8%	3.3%
Oct07-Sept08	8.0%	38.4%	12.7%	37.6%	3.2%
Oct08-Sept09	8.0%	38.4%	12.9%	37.8%	2.9%

The Climate Group would like to acknowledge Green Energy Markets for its assistance in preparing this report.

For more information visit www.theclimategroup.org/indicator

The Climate Group

Level 17, 1 Nicholson Street,

Melbourne, VIC 3000

Tel: +61 3 9668 5798

Australia@theclimategroup.org

ⁱ ABS - Australian Bureau of Statistics, 3101.0 Australian Demographic Statistics, Mar 2009