



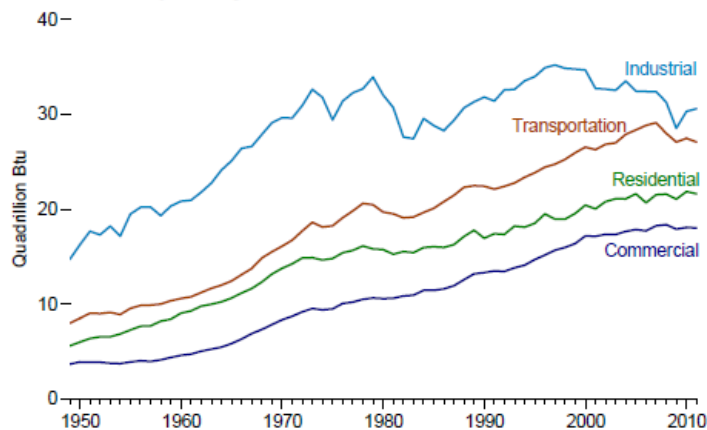
US Transportation Policy: Trending toward efficiency

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US Energy Consumption by Sector

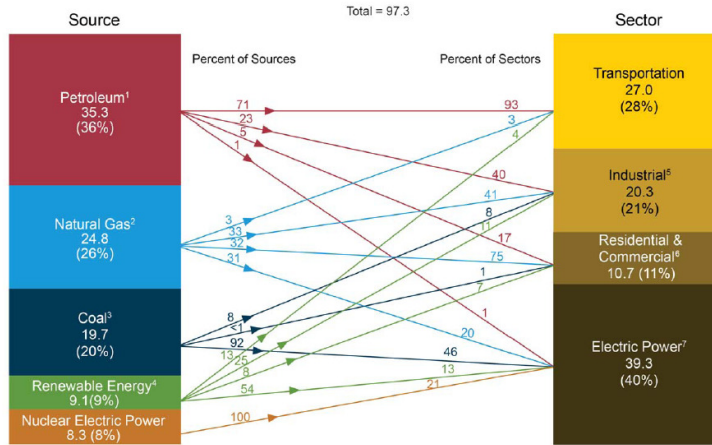
Total Consumption by End-Use Sector, 1949-2011



U.S. Energy Information Administration / Annual Energy Review 2011

US Energy Use by Source & Sector

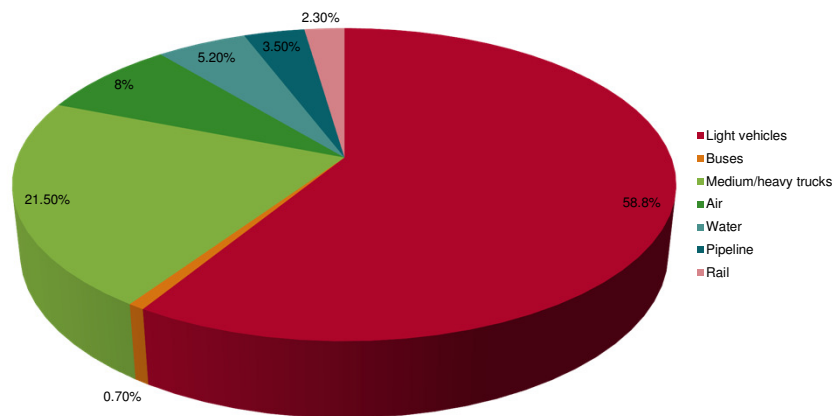
Figure 2.0 Primary Energy Consumption by Source and Sector, 2011
(Quadrillion Btu)



¹ Does not include biofuels that have been blended with petroleum—biofuels are included in "Renewable Energy."
² Excludes supplemental gaseous fuels.
³ Includes less than 0.1 quadrillion Btu of coal coke net imports.
⁴ Conventional hydroelectric power, geothermal, solar/photovoltaic, wind, and biomass.
⁵ Includes industrial combined-heat-and-power (CHP) and industrial electricity-only plants.
⁶ Includes commercial combined-heat-and-power (CHP) and commercial electricity-only plants.
⁷ Electricity-only and combined-heat-and-power (CHP) plants whose primary business is to sell electricity, or electricity and heat, to the public. Includes 0.1 quadrillion Btu of electricity net imports not shown under "Source."
 Notes: Primary energy in the form that it is first accounted for in a statistical energy balance, before any transformation to secondary or tertiary forms of energy (for example, coal is used to generate electricity). * Sum of components may not equal total due to independent rounding.
 Sources: U.S. Energy Information Administration, Annual Energy Review 2011, Tables 1.3, 2.1b-2.1f, 10.3, and 10.4.

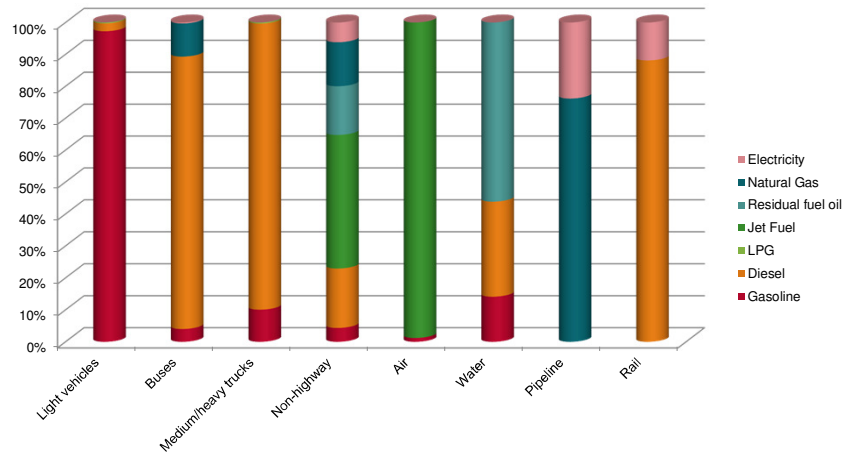
U.S. Energy Information Administration / Annual Energy Review 2011

2011 US Transportation Energy Use by Mode



Source: 2013 Transportation Energy Data Book, Oak Ridge National Laboratory

2011 US Fuel Use by Mode



Source: 2013 Transportation Energy Data Book, Oak Ridge National Laboratory

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US Transportation Efficiency Policy Overview

Regulatory Requirements

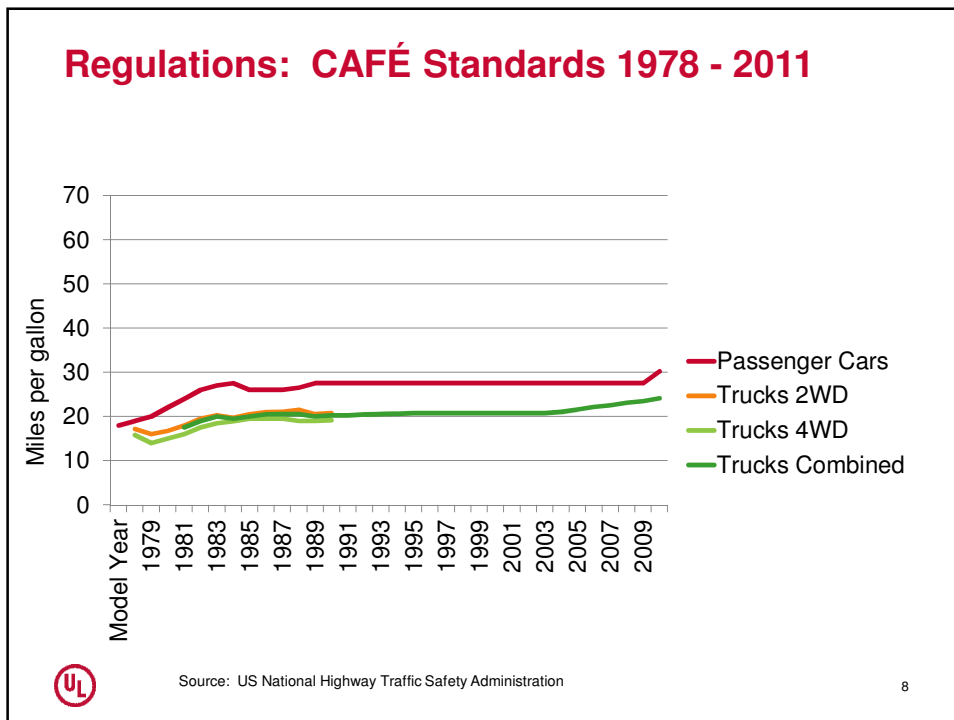
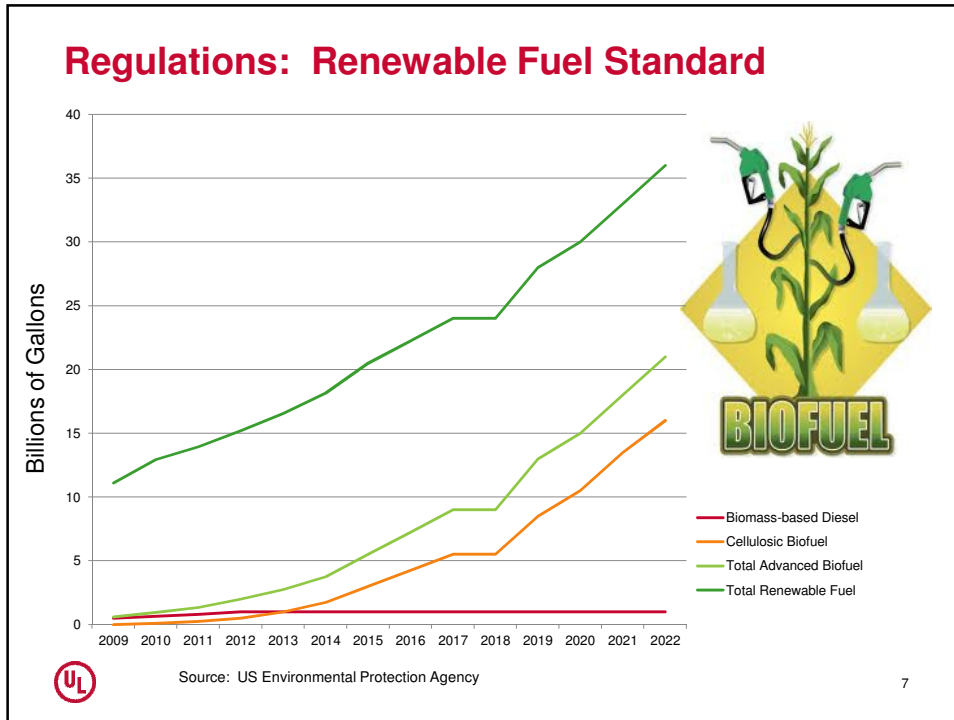
- Renewable Fuel Standard (RFS)
- Increase Corporate Average Fuel Economy (CAFE) standards
- Passenger Vehicles and Light Trucks

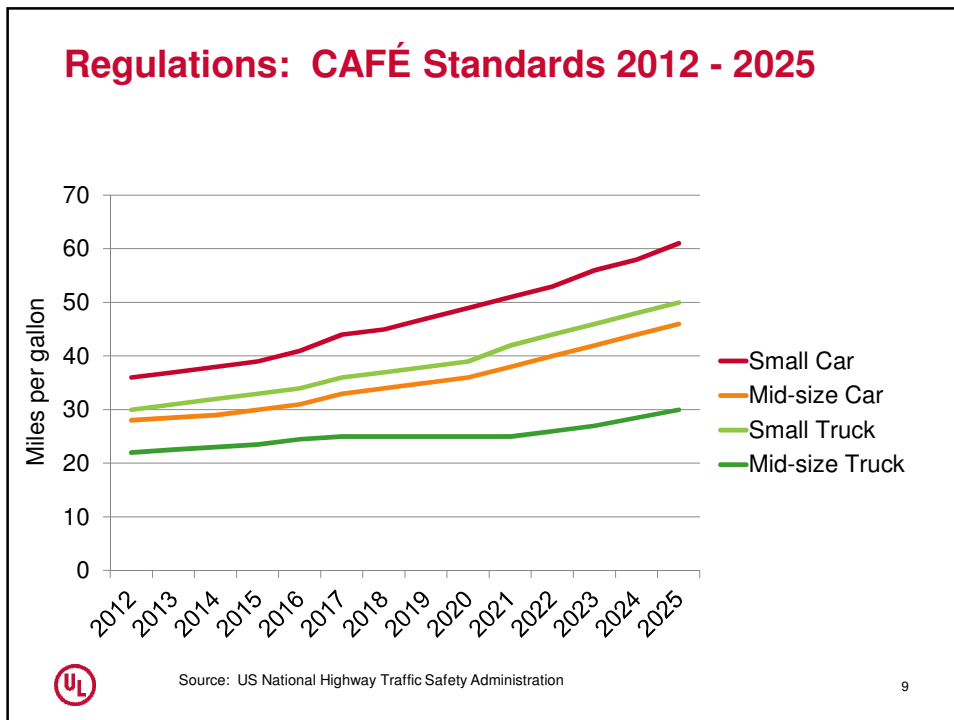
Voluntary Approaches

- Transition to cleaner, domestic-based fuels
- Clean Cities Coalitions
- Research, develop, and deploy new technologies
- Hydrogen Fuel Cells



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OBAMA ADMINISTRATION Fuel Economy Standards In the year 2025

The fleet-wide average will be

54.5

MPG

Consumers will have saved

\$1.7 TRILLION

at the pump over the life of the program.

A family that purchases a new vehicle in 2025 will save

\$8,200

in fuel costs when compared with a similar vehicle in 2010.

Over the life of the program, the standards will:

Save **12** billion barrels of oil.

Eliminate **6** billion metric tons of carbon dioxide pollution.

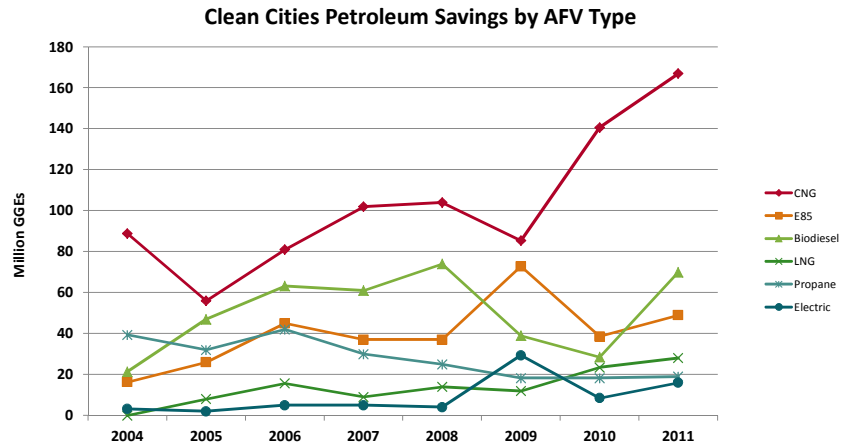
This program, together with standards already put into place by this administration for Model Years 2011-2016, will result in significant cost savings for consumers at the pump, dramatically reduce oil consumption, cut pollution and create jobs.

Smartphone QR Code

WHITEHOUSE.GOV

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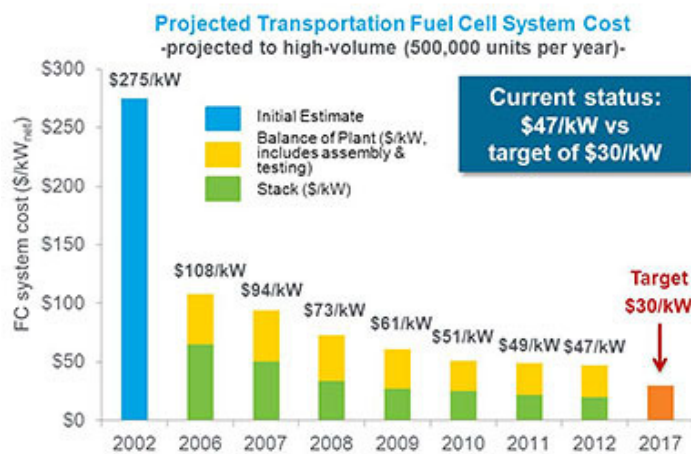
US DOE Clean Cities Program Success



Source: US Department of Energy

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RD&D – Hydrogen Fuel Cells



Source: US Department of Energy

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Thank You



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