

MALAYSIA'S ENVIRONMENTAL PERFORMANCE SINCE MERDEKA

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THE MALAYSIAN SCENE

- GHGs emissions in Malaysia were assessed as part of the preparations of 1st Nat. Communication to UNFCCC using figures for 1994
- The latest figures for 2000 still show that the transport sector is a dominant emitter from fuel combustion
- Yet there seems to be little concern from relevant stakeholders to effectively reduce these emissions –WHY?

CO₂ Emissions (Gg) from Fuel Combustion based on Total Final Use

	Natural Gas	Aviation gas	LPG	Motor Petrol	ATF	Kerosene	Diesel Oil	Fuel Oil	Coal & Coke	TOTAL	%
Residential & Commercial	493	0	1,833	0	0	438	71	180	0	3,014	7
Industries	1,131	0	588	34	0	15	9,413	4,220	2,681	18,083	41
Transportation	12	14	0	11,855	2,884	0	6,549	61	0	21,375	49
Agriculture	0	0	0	0	0	0	1,293	3	0	1,296	3
<i>TOTAL</i>	<i>1,636</i>	<i>14</i>	<i>2,421</i>	<i>11,889</i>	<i>2,884</i>	<i>453</i>	<i>17,326</i>	<i>4,464</i>	<i>2,681</i>	<i>43,768</i>	<i>100</i>

Note: ATF = Aviation Turbine Fuel LPG = Liquefied Petroleum Gas

From above, note transportation is the largest contributor, followed by industries -1994 figs.

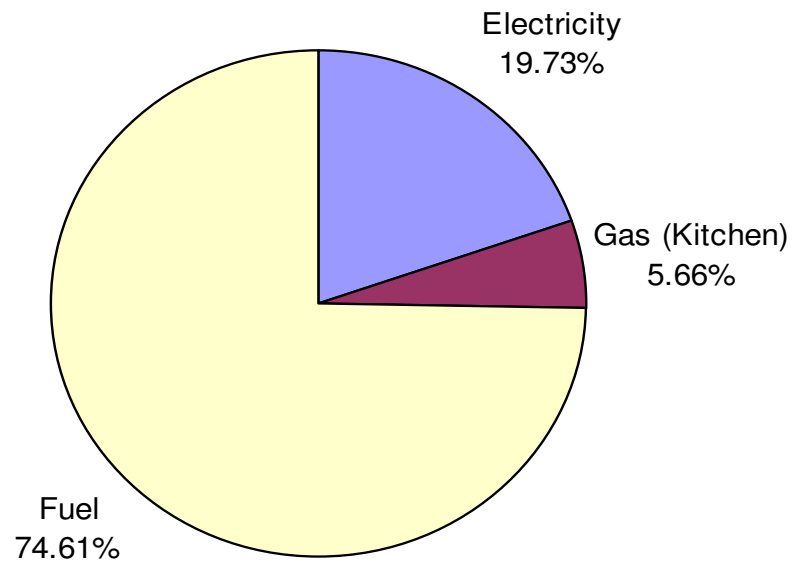
In 2004 [PTM said] out of the 126,058 Gg of emissions from fuel combustion

- Transport sector contributed 32.5%
- Power industries share was 29.5%
- Manufacturing & construction aggregated 19.2%
- Commercial equalled 1.7%
- While the residential sector only emitted 1.4%
- Transformation was 15%
- **SO
TRANSPORTATION
REMAINED THE
HIGHEST!**

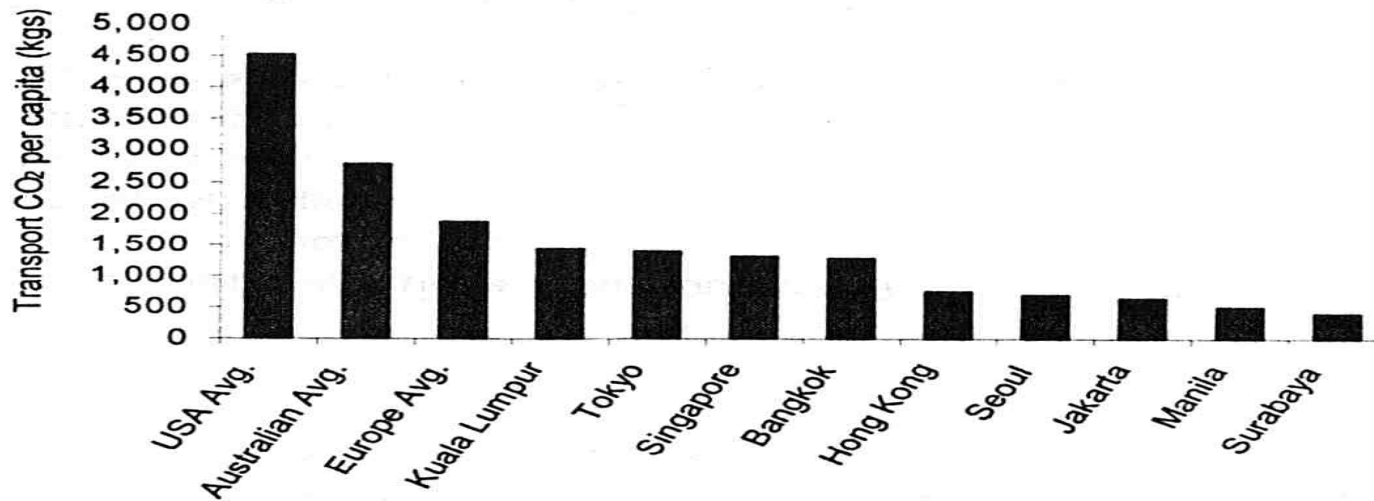
BUT WE ARE FACED WITH THE CHALLENGES OF

- No National Transport Policy, instead there is a CAR policy
- Energy usage not appearing within the context of any existing Energy Policy
- No representation of Transport Ministry in any UNFCCC COPs
- Absence of official data on emissions /passenger.km for different vehicles & modes
- High fuel usage by urban households

% breakdown of average energy used in 50 PJ homes surveyed in 2006

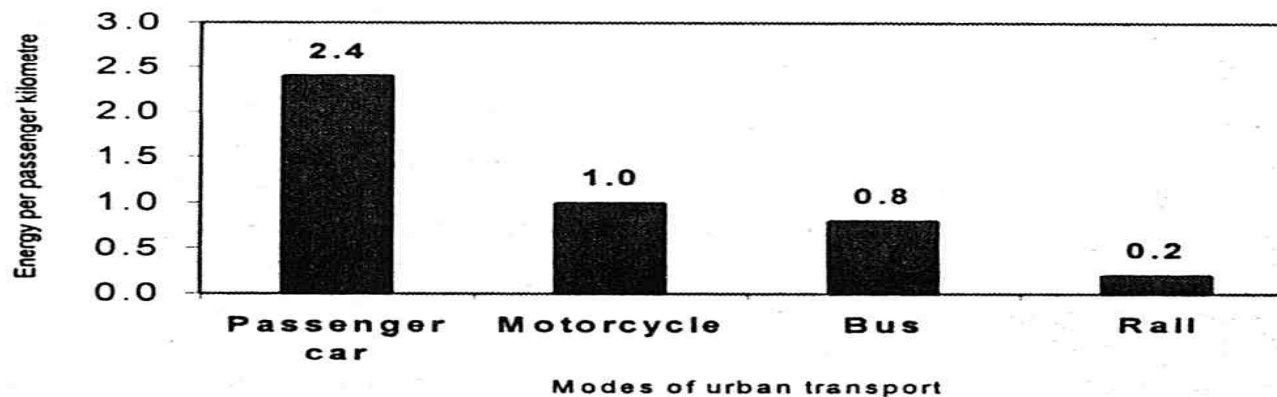


Transport CO₂ Emissions per person in Asian Cities, 1990



Source: data from Kenworthy and Laube et al 1999. USA is average of 10 cities, Australia is average of 5 cities, Europe is average of 11 cities.

Energy use by different transport modes in Asian cities, 1990 (Megajoules per person-kilometre)

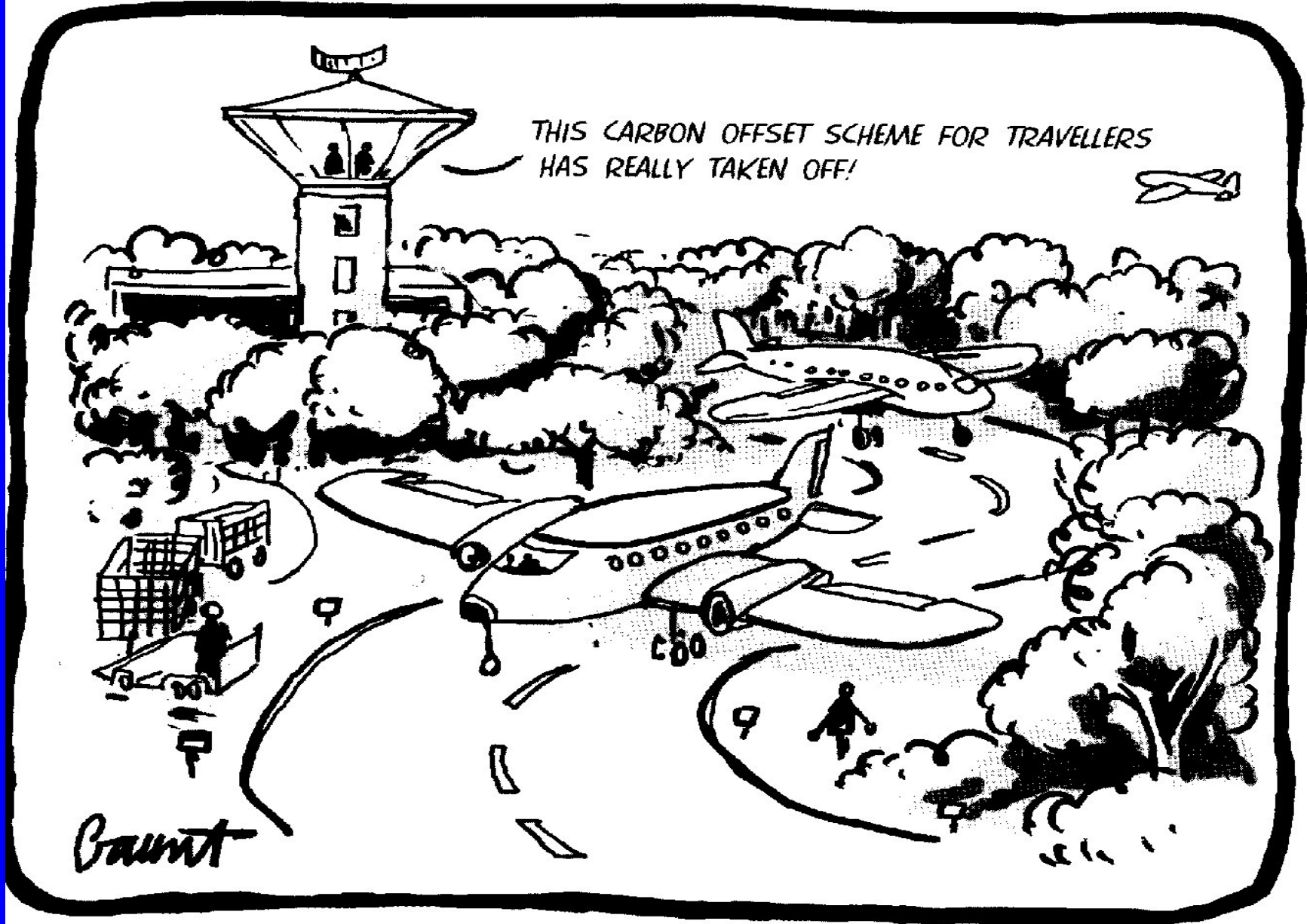


Source: data from Kenworthy and Laube et al., 1999

UK's Env. Minister stated

- flying has a significant environmental impact because of the distances covered and the amount of CO₂ emitted; there is also much scientific opinion which believes that emitting these gases at high altitude increases the climate change impact. For example, a return transatlantic **flight can produce up to two tonnes of carbon dioxide per passenger.**

THE CARBON OFFSET SCHEME FOR TRAVELLERS HAS REALLY TAKEN OFF!



THIS CARBON OFFSET SCHEME FOR TRAVELLERS
HAS REALLY TAKEN OFF!

Gault

MITIGATION EFFORTS

- **Are almost miniscule, despite the operation of the LRTs and Rapid KL in the Klang Valley – there is increase of private vehicle usage instead**
- **Rest of country does not show any marked increase in use of public transport**
- **Seamless, integrated , affordable, reliable & clean public transport from home to office, school & shopping centres remains a pipe-dream!**

ACTION IS URGENTLY REQUIRED

- Commission a baseline study proposed by CETDEM & transport scientists on vehicle performances
- Transport Ministry & operators must assume active role in CC matters & Nat. Transport policy overdue
- We must stop unnecessary energy consumption
- Switching to public transport can make a difference - cleaner fuels & eff. Engines have limits!