



# ***New Zealand vehicle emissions performance: an update***

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## New Zealand vehicle emissions "milestones"

### Petrol

#### Fuel Specifications

Vapour Pressure (kPa) (Summer Maximum)		85	75	65
Sulphur (mg/kg)	Regular	350	350	150
	Premium	150	150	150
Benzene (% vol.)		4	3	1
		Sept. 2002	Jan. 2004	Jan. 2006

#### Vehicle rule "Have been manufactured to applicable emissions standards"

New light		"Screening"
New heavy		"Screening"
Existing Light		"Screening"
Existing heavy		"Screening"

Jan. 2004    Jan. 2005    Jan. 2006



## New Zealand vehicle emissions "milestones"

### Diesel

#### Fuel Specifications


Cetane (minimum)	47	49	51
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Sulphur (mg/kg)	1000	500	50
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Sept. 2002    Jan. 2004    Aug. 2004    Jan. 2006

#### Vehicle rule "Have been manufactured to applicable emissions standards"

New light  "Screening"

New heavy  "Screening"

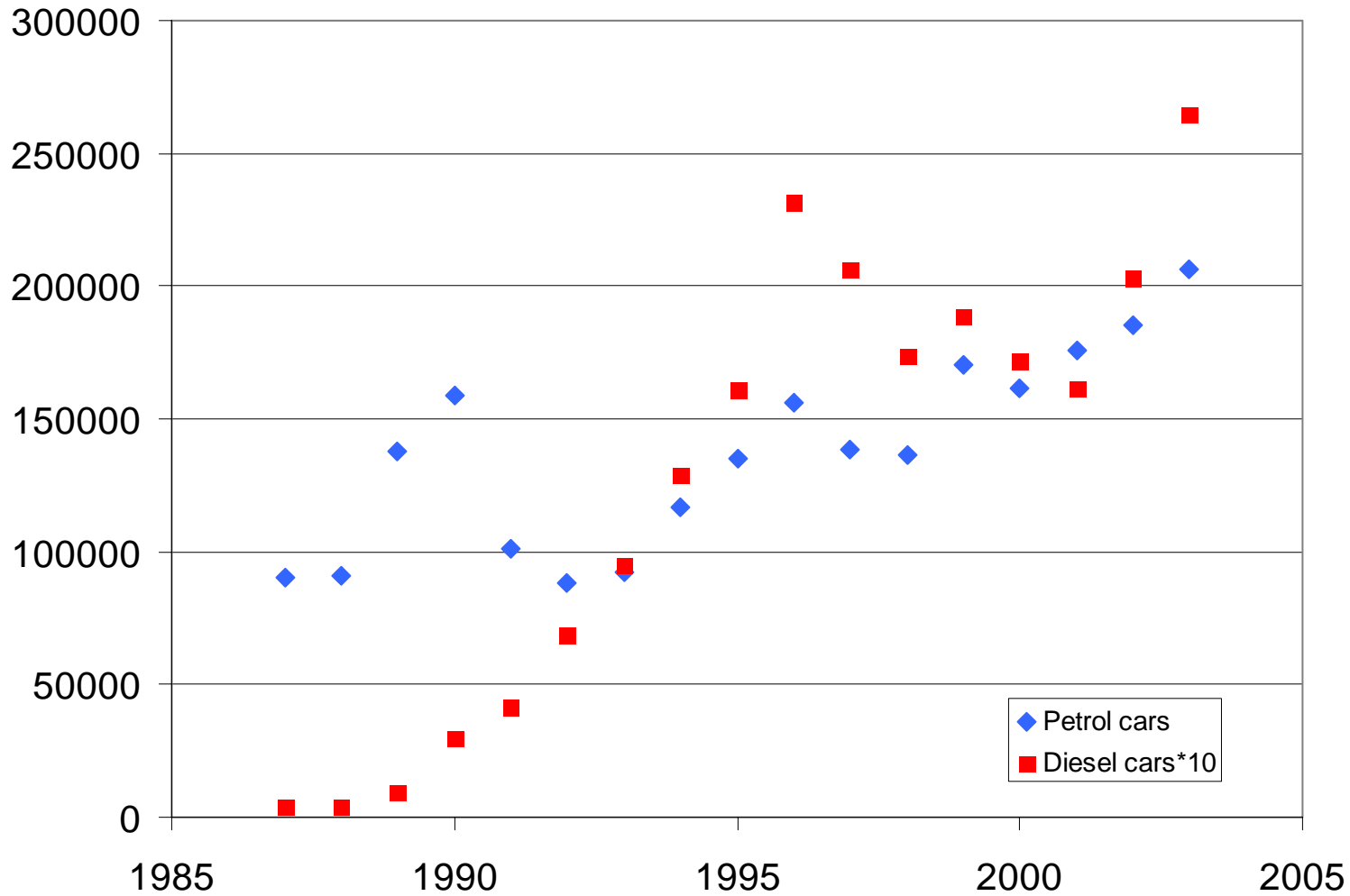
Existing Light  "Screening"

Existing heavy  "Screening"

Jan. 2004    Jan. 2005    Jan. 2006



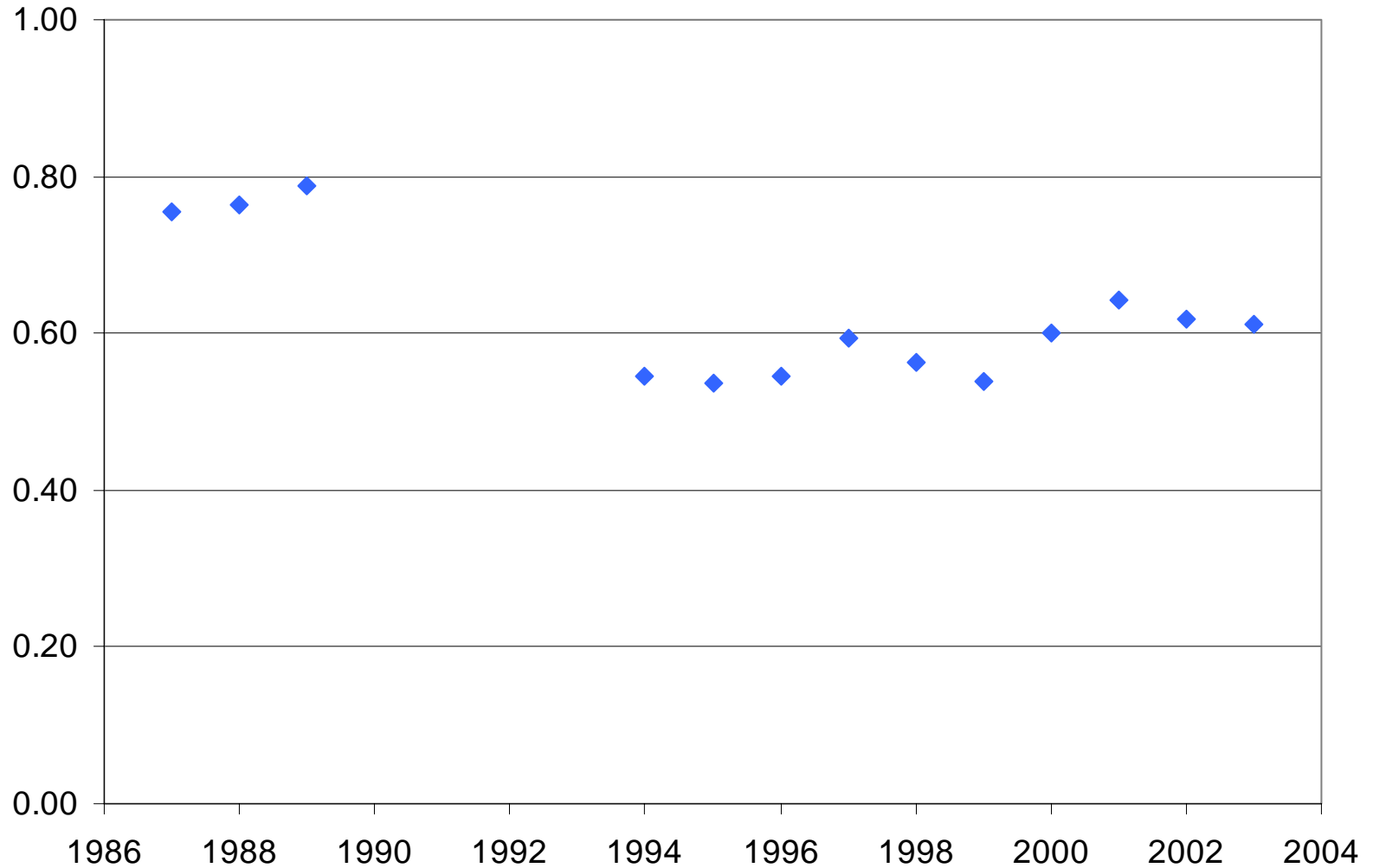
### First time registered petrol and diesel cars



Ref: NZ motor vehicle registration statistics, 2003.



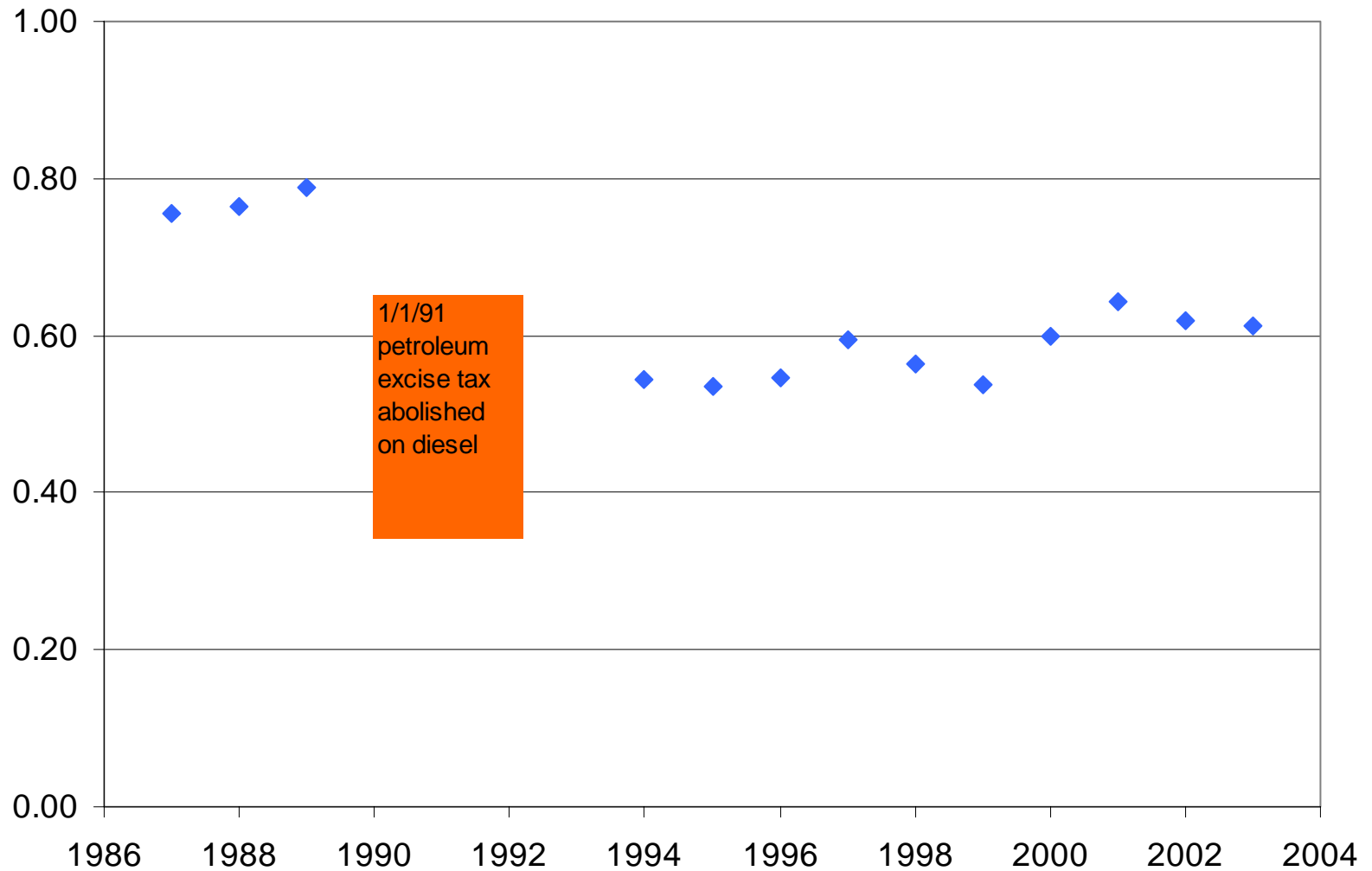
Ratio diesel/petrol retail price (Real, March 2003)



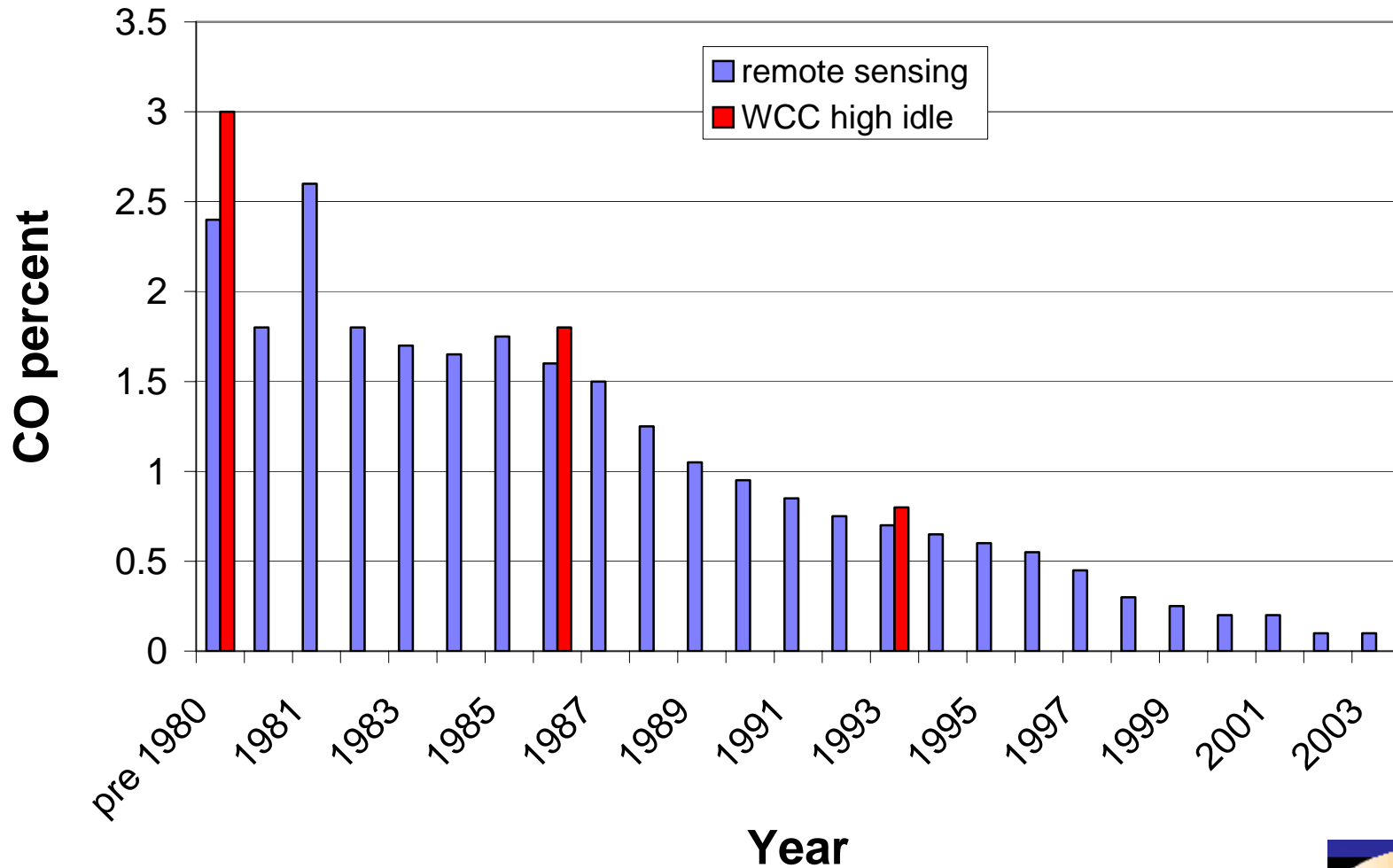
Ref: Energy Data File, Jan. 2004

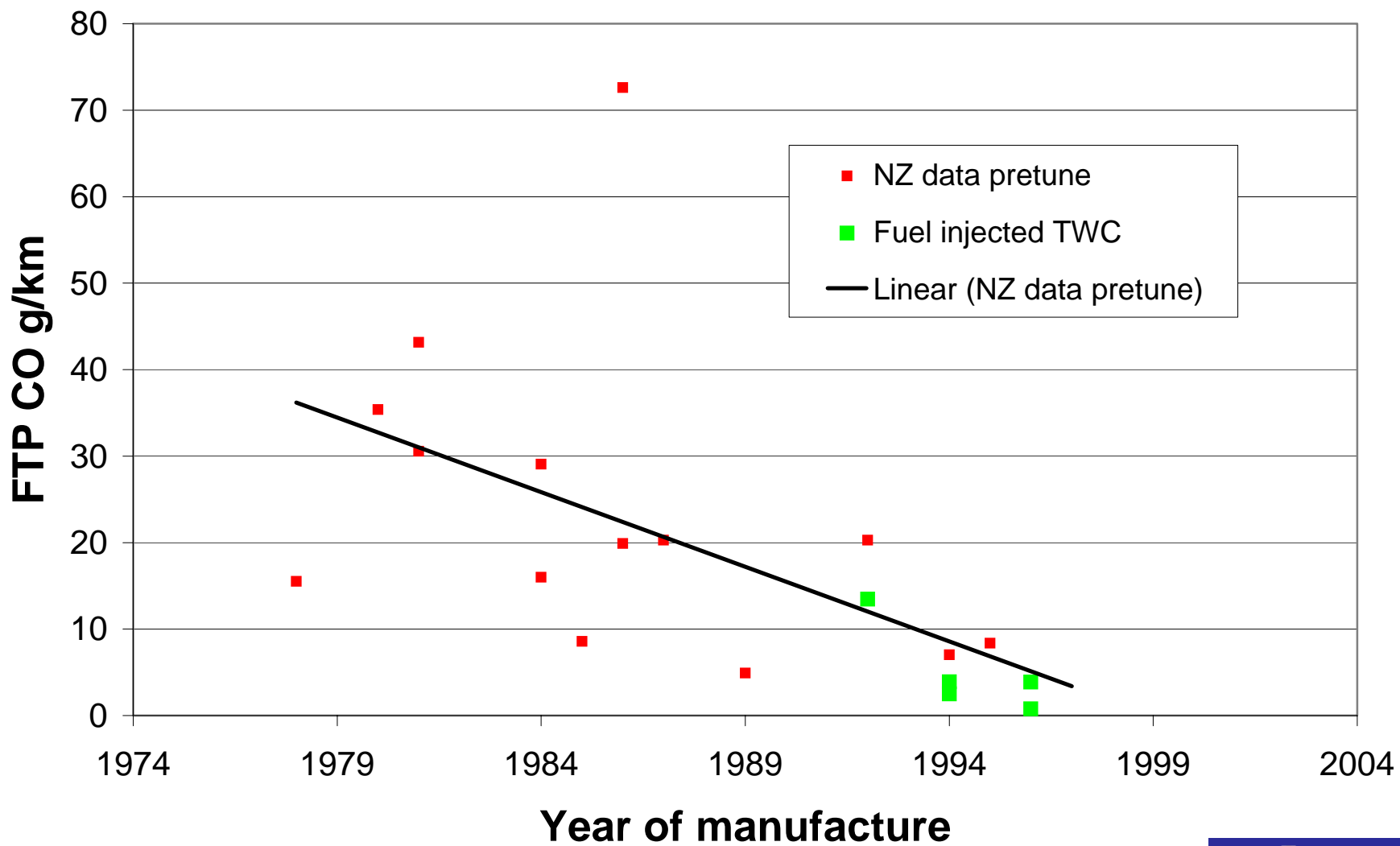


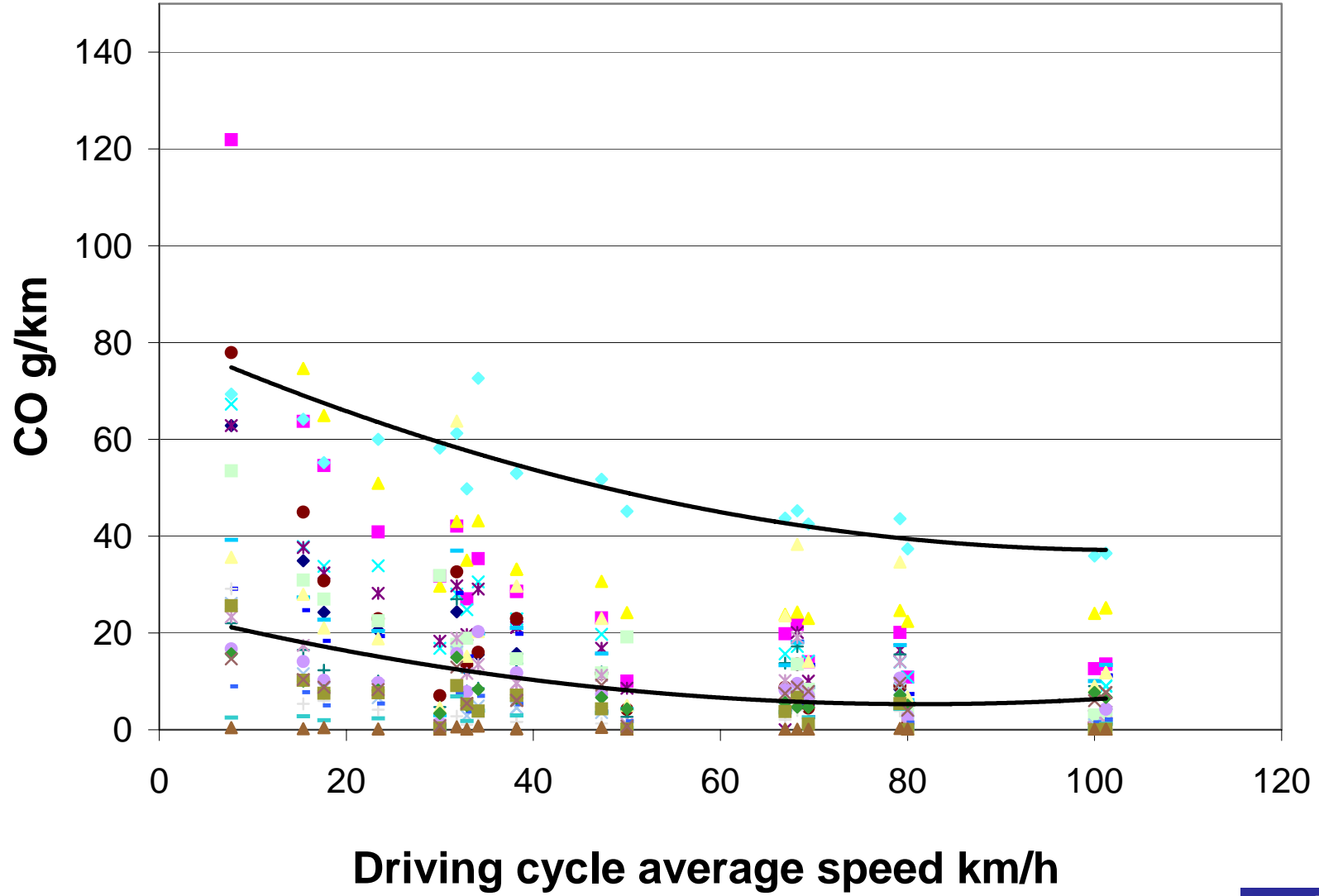
Ratio diesel/petrol retail price (Real, March 2003)

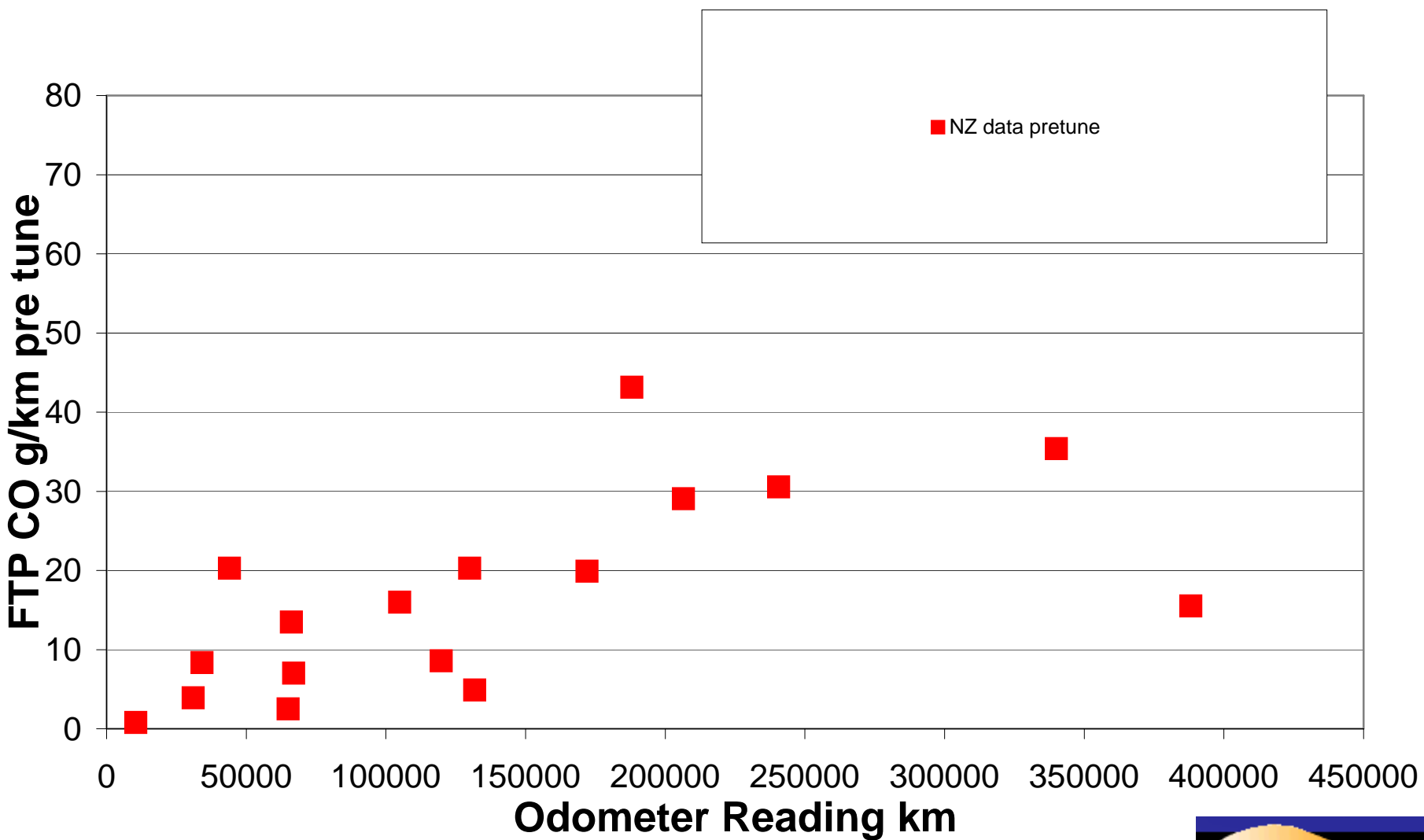


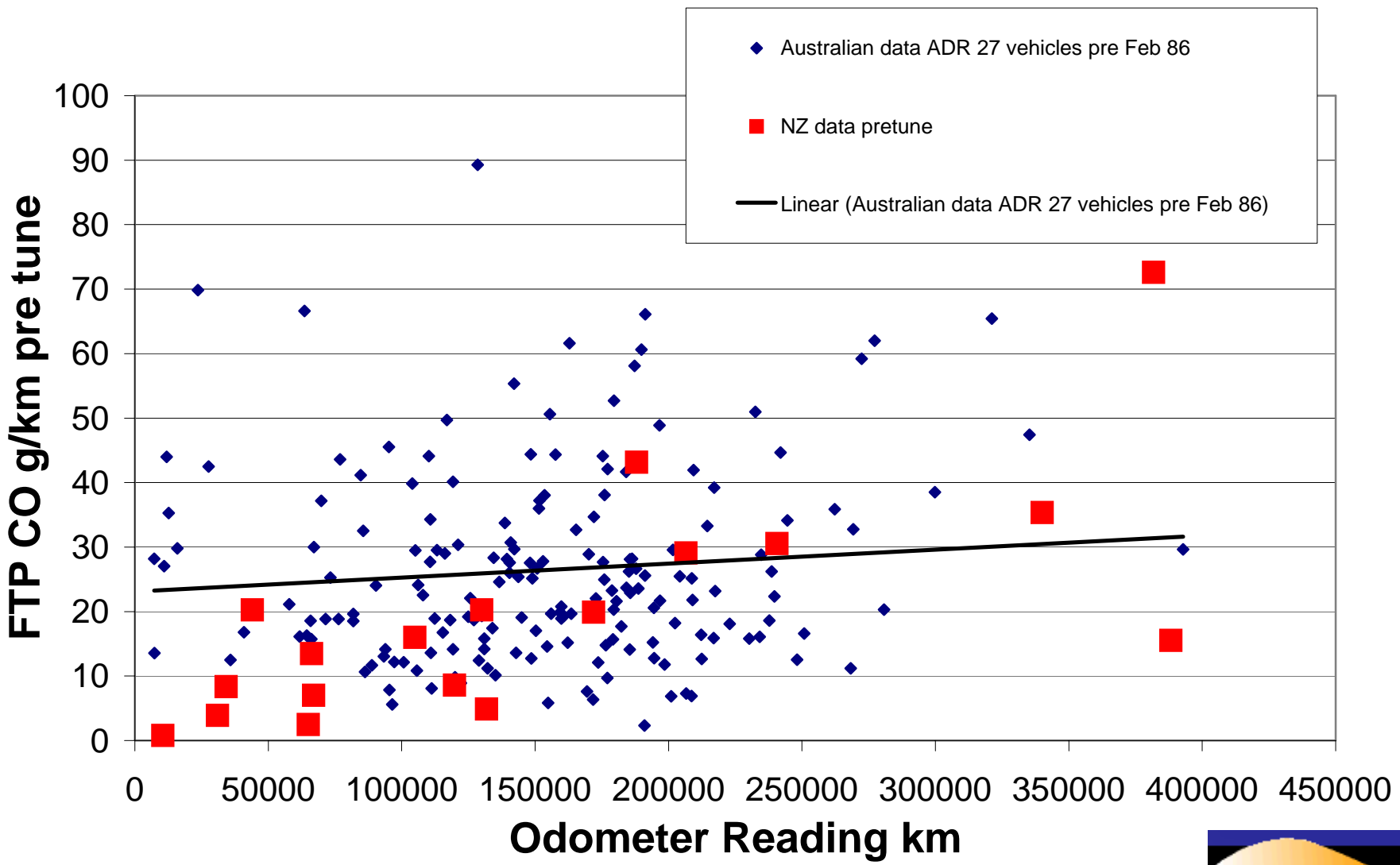
## Remote sensing vs high idle data

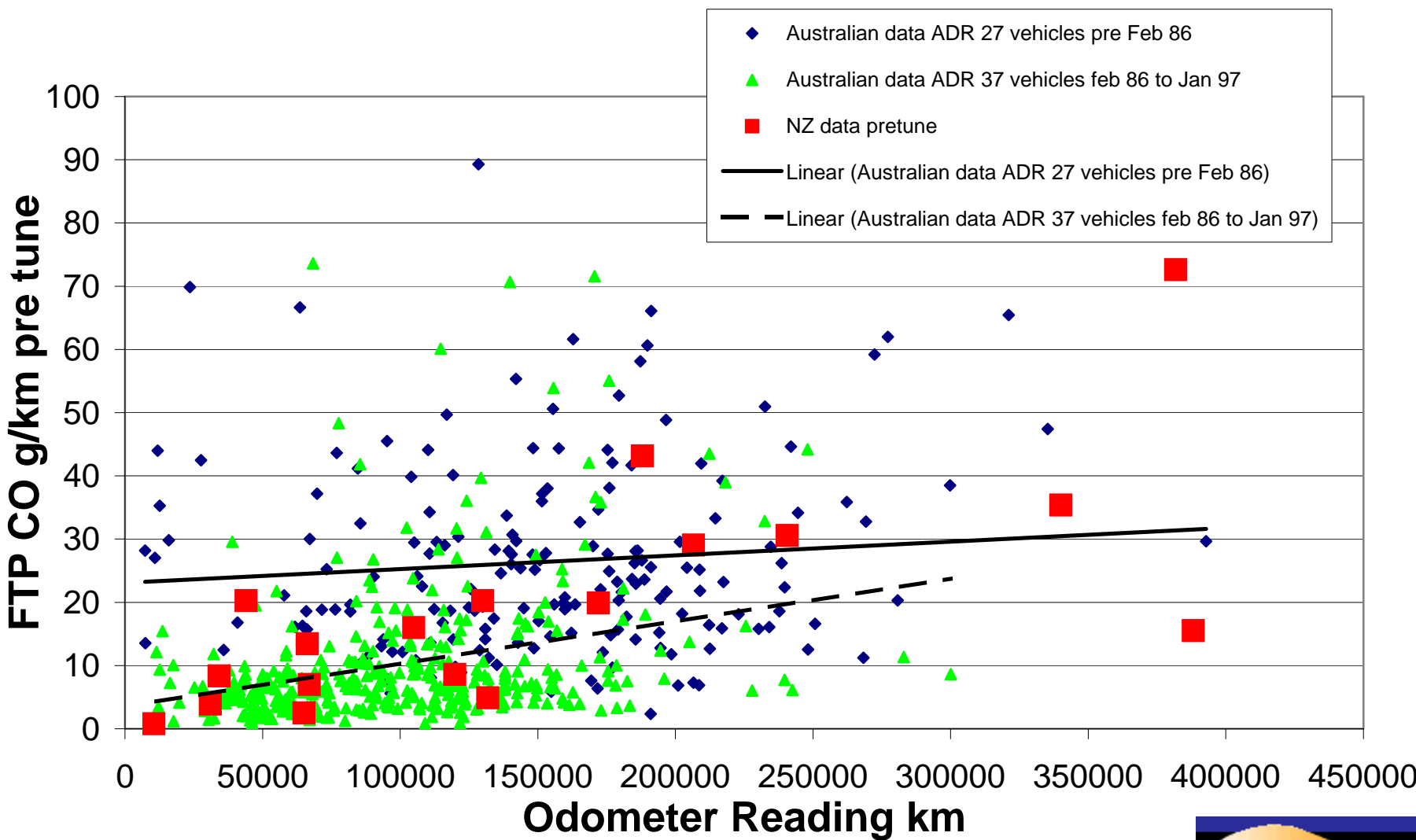


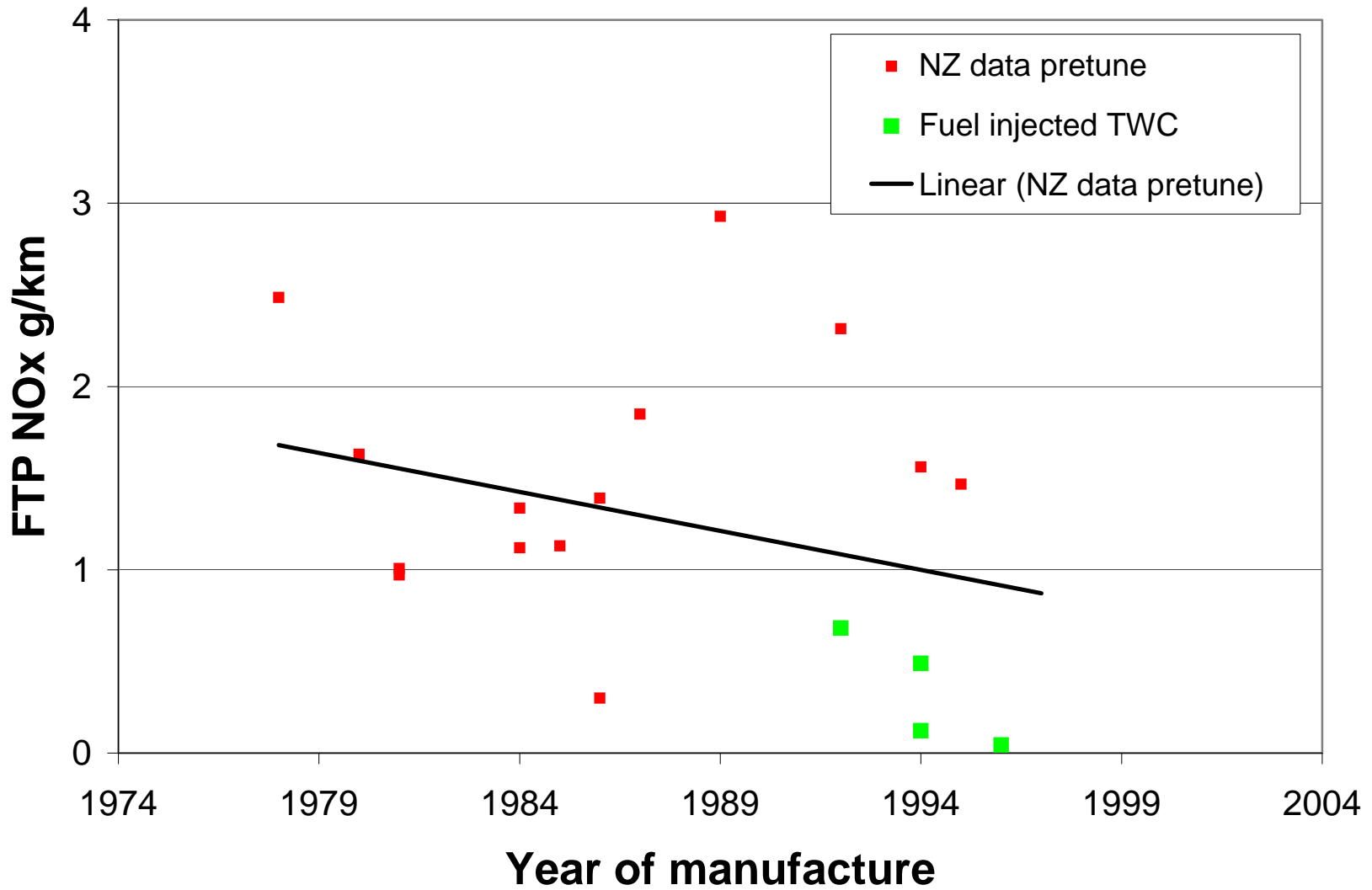


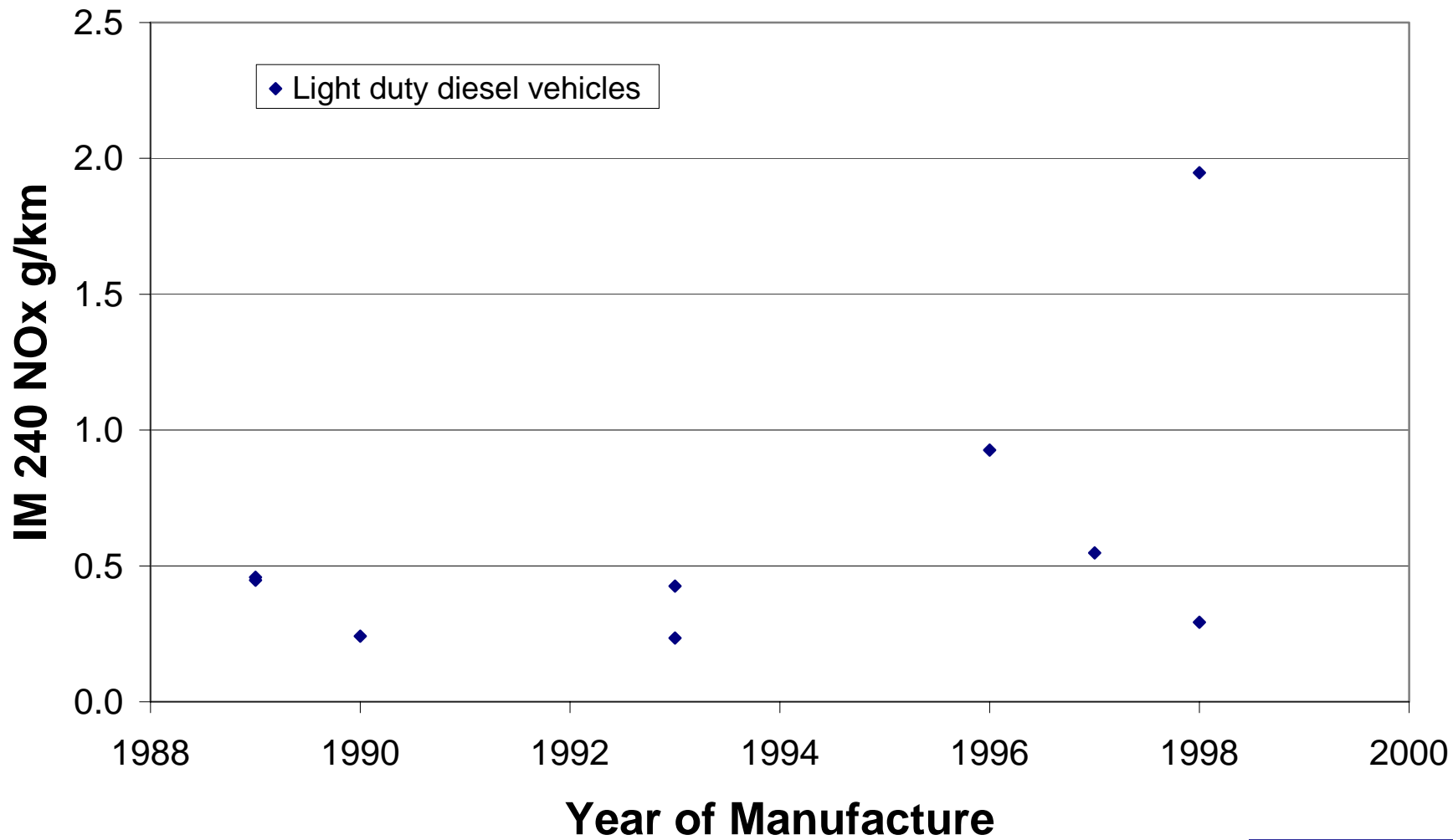


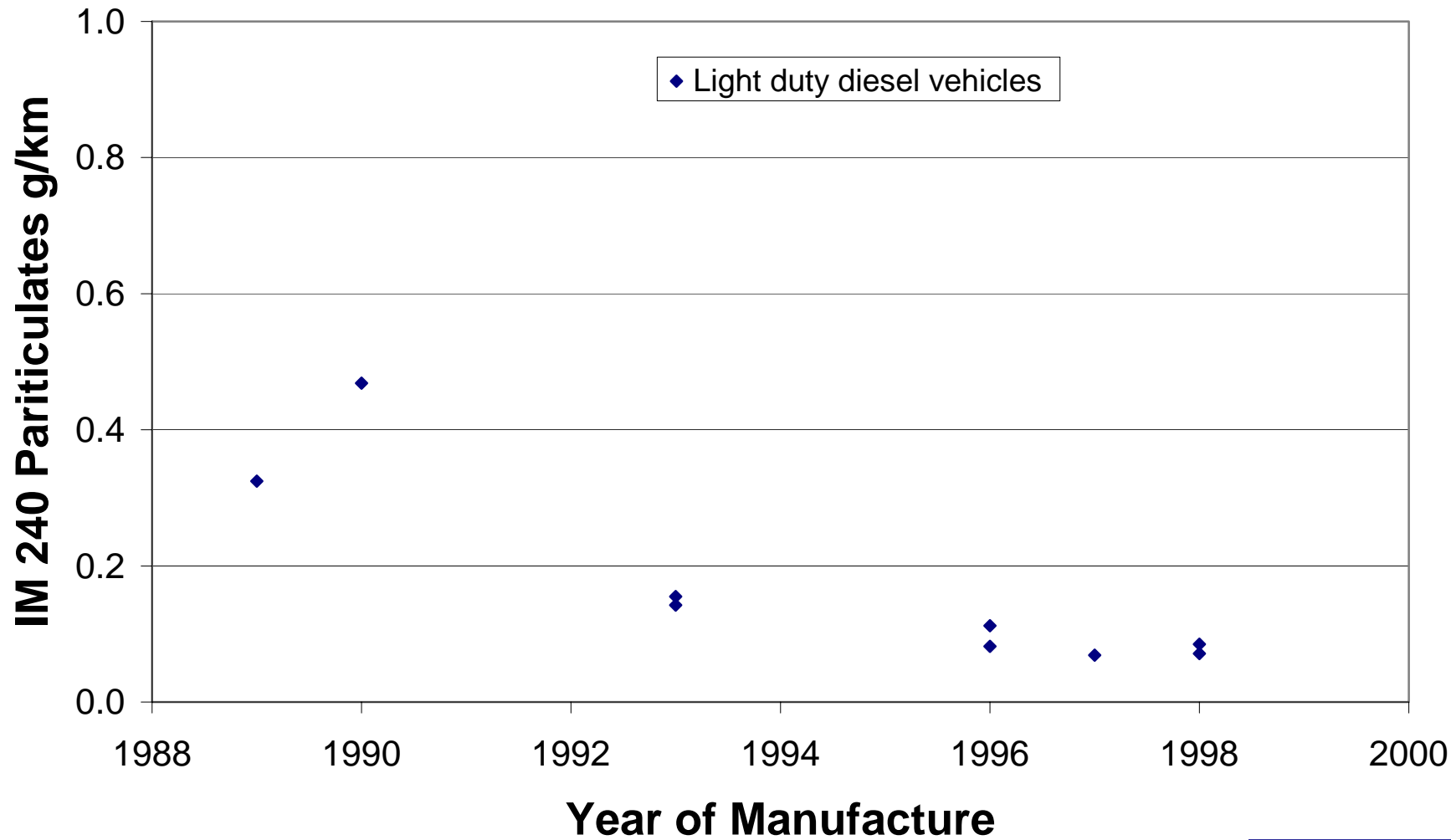












# Factors in current/future NZ vehicle emissions

- Technology in vehicle classes is reducing emissions of new vehicles
- Need for 'screening' to assess second-hand vehicles entering the fleet
- Need for 'screening' to assess existing vehicles in the fleet
- New Zealand has an increasing proportion of diesel vehicles
- Therefore PM is a current/future problem

