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MAZDA AUSTRALIA RESPONSE TO VEHICLE EMISSIONS DISCUSSION PAPER

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The evaluation and subsequent evolution of Australian vehicle emissions must be undertaken as a collaboration between vehicle manufacturers, the government and the fuel companies. A review or analysis of all the variables that contribute to or impact emissions is required – a “well- to- wheel” approach. This collaborative and holistic approach is the only way to deliver significant benefits to both the economy, environment and Australian consumers.

As the Australian industry evolves to one of full importation, we are moving towards the adoption of standards from other major manufacturing countries (Europe, US and Japan), in particular with regards to safety and technology. Currently, all new Australian vehicles are calibrated to International (UN) regulations and currently need to meet Euro 5 standards. European market vehicles must now comply with Euro6 emissions standards which deliver lower emissions than Euro 5 – the current Australian standard.

Current Australian fuel standards limit the import and adoption of existing technologies and models that meet Euro 6 specifications. Australia’s standard 91RON fuel delivers lower performance, requiring engines to be developed specifically for Australian market conditions to perform for this fuel type. EG: our compression ratios are lower than that of Europe.

In addition, the high sulphur content of Australian fuel also restricts Euro 6 adoption. Current Australian fuel standards allow for 150ppm of sulphur compared to significantly lower 10ppm in Europe. This affects the after combustion performance of the vehicle. At current sulphur levels, a specific development program would be required to determine the impact of such high ppm levels in Australian fuel. Initial reviews have suggested that with up to 15 times more corrosive material in exhaust and exhaust monitoring sensors, corrosion of major components is of real concern.



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Acknowledging the current fuel standards and the scope of development required for changes, we suggest the ideal timing for Euro 6 introduction into Australia be late 2020. This will allow for not only the development process to be undertaken to adapt to local conditions, but acknowledge the many suppliers that also would be involved in this development process.

With the introduction of Euro6, the discussion regarding the targets for CO2 emissions reductions for the automotive industry can then begin. Without the collaborative effort to operate with Euro 6 vehicle emissions standards (or similar), there are simply too many variables to make accurate and achievable targets for this important environmental goal.