

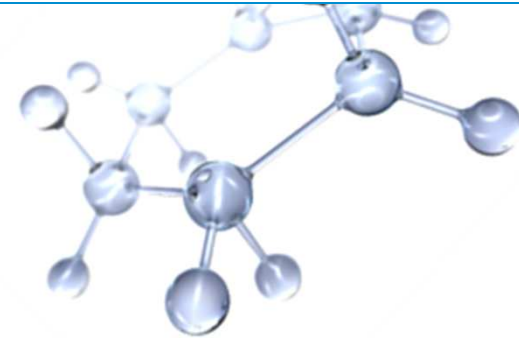
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# Womit fahren wir morgen ?

ExxonMobil Energy Outlook

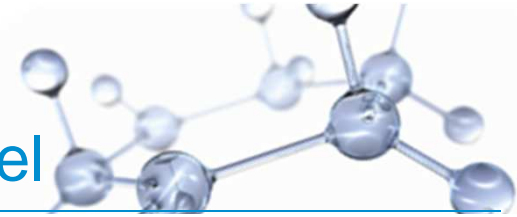


Olaf Martins  
Öffentlichkeitsarbeit  
ExxonMobil Central Europe

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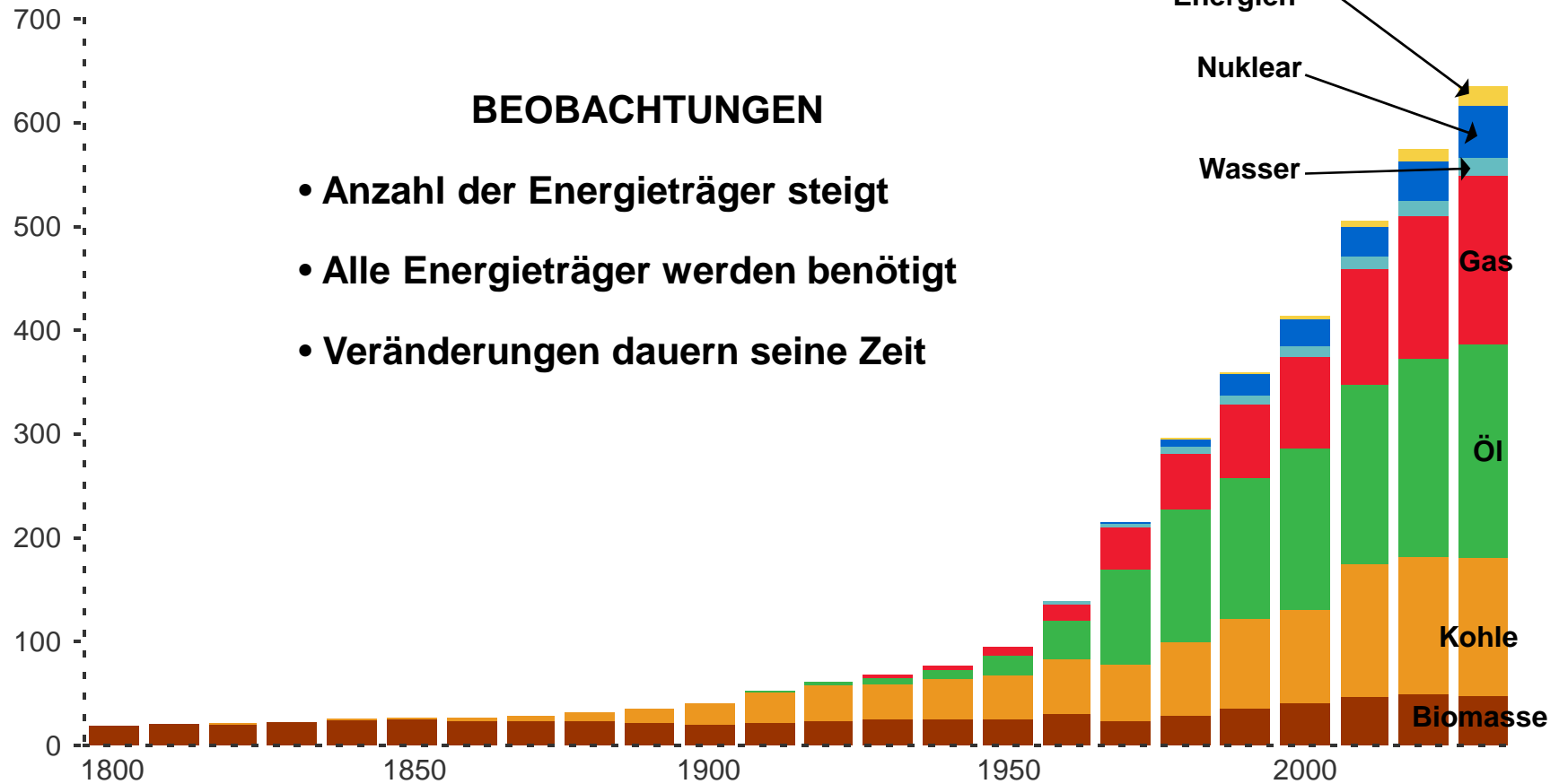
This presentation includes forward-looking statements. Actual future conditions (including economic conditions, energy demand, and energy supply) could differ materially due to changes in technology, the development of new supply sources, political events, demographic changes, and other factors discussed herein and under the heading "Factors Affecting Future Results" in the Investors section of our website at: [www.exxonmobil.com](http://www.exxonmobil.com). The information provided includes ExxonMobil's internal estimates and forecasts based upon internal data and analyses as well as publically-available information from external sources including the International Energy Agency. This material is not to be reproduced without the permission of Exxon Mobil Corporation.

# Volkswirtschaften und Energie im Wandel



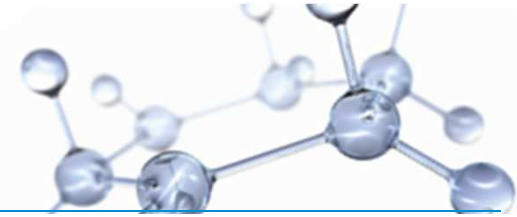
## Weltweite Nachfrage nach Energieträgern

Billiarden BTUs



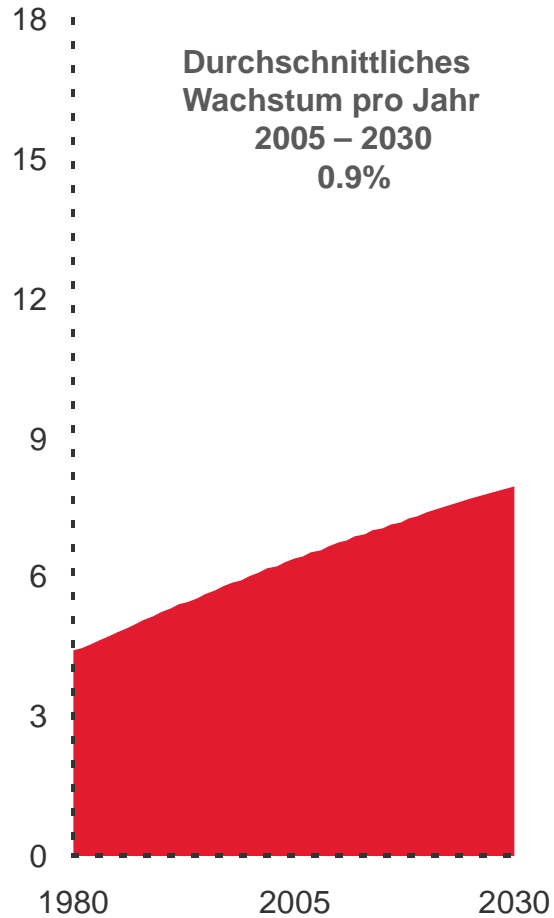
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# Weltwirtschaft und Energie



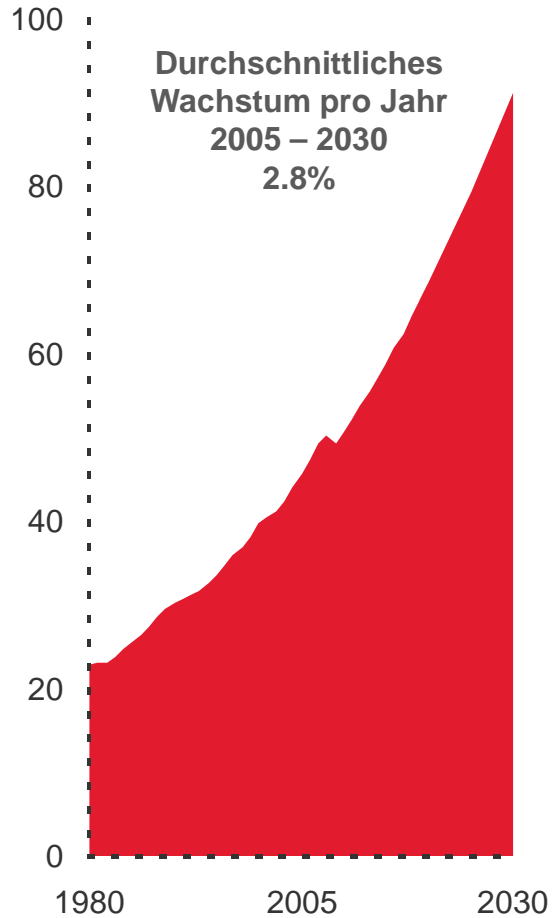
## Bevölkerung

Milliarden



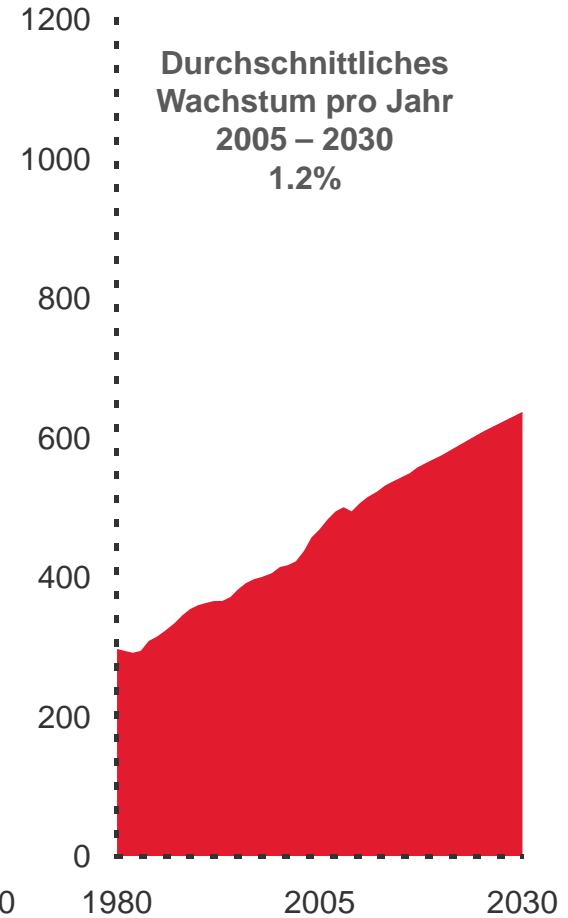
## BIP

Billiarden 2005\$

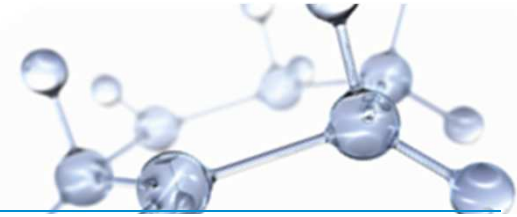


## Energienachfrage

Billiarden BTUs

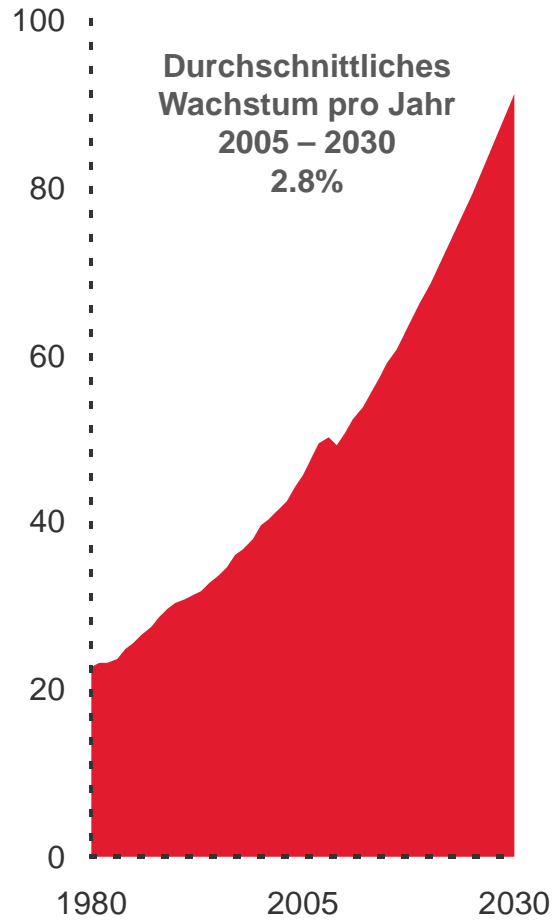


# Weltwirtschaft und Energie



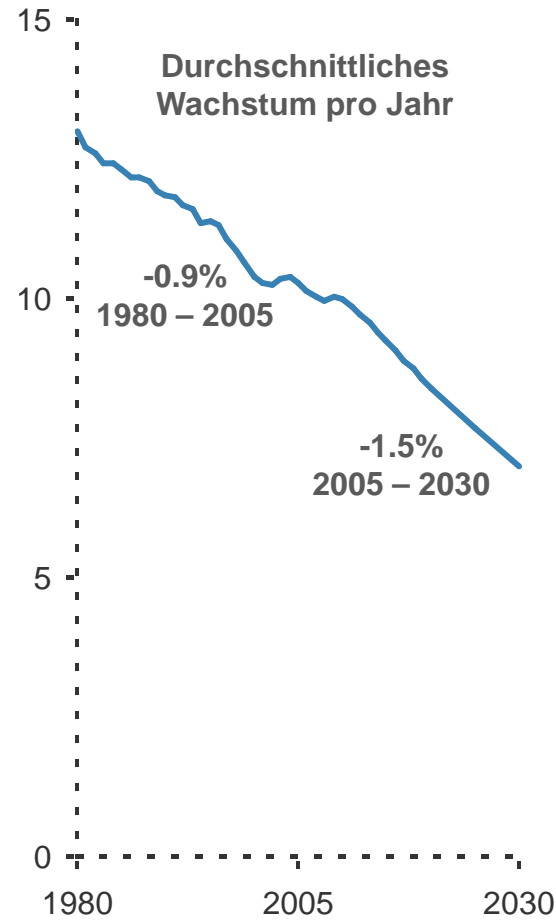
## BIP

Billionen in 2005\$



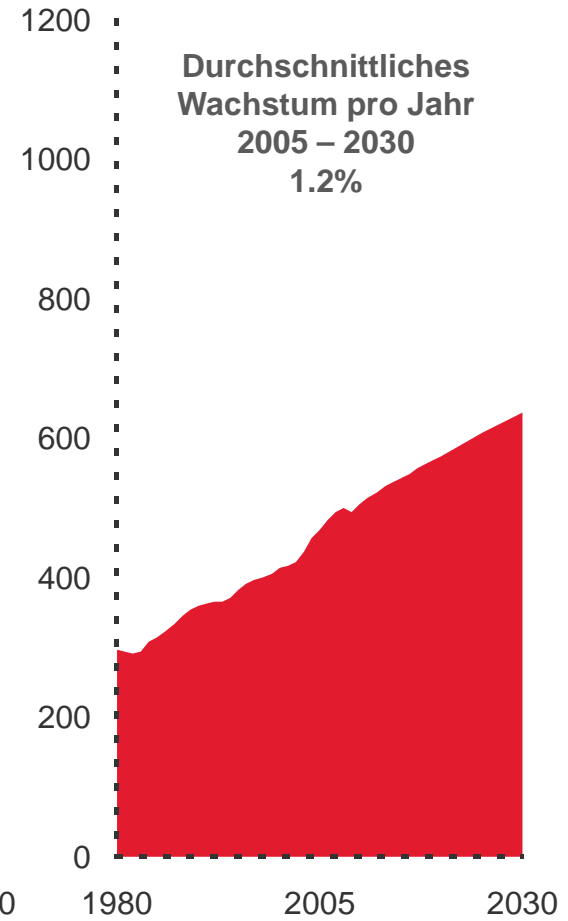
## Energie pro BIP

MBTU / 2005\$k BIP

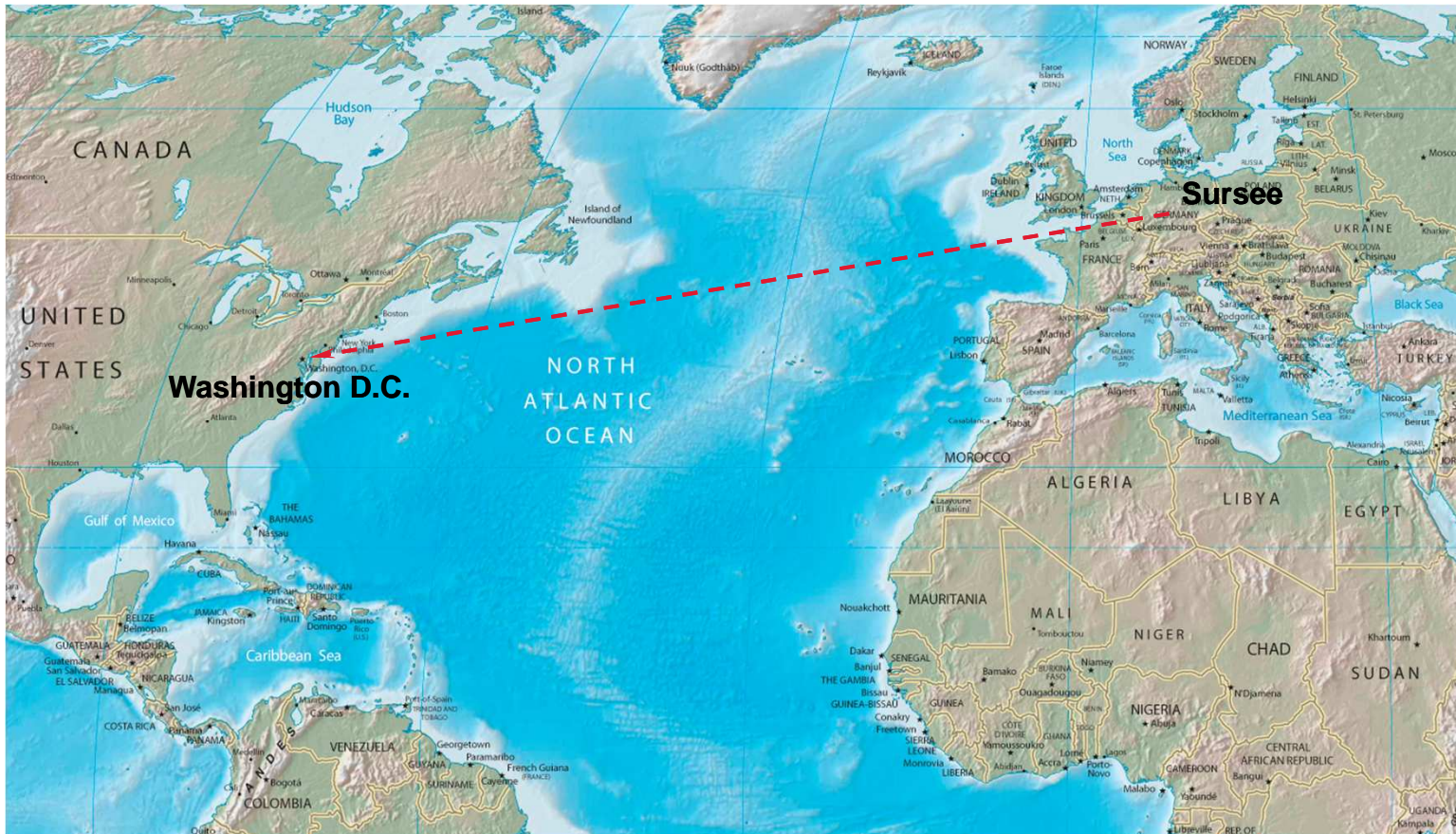
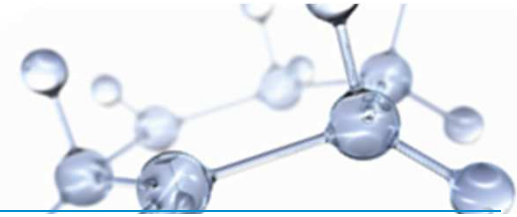


## Energienachfrage

Billiarden BTUs

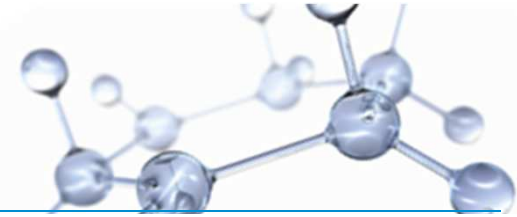


# Globale Energienachfrage pro Tag



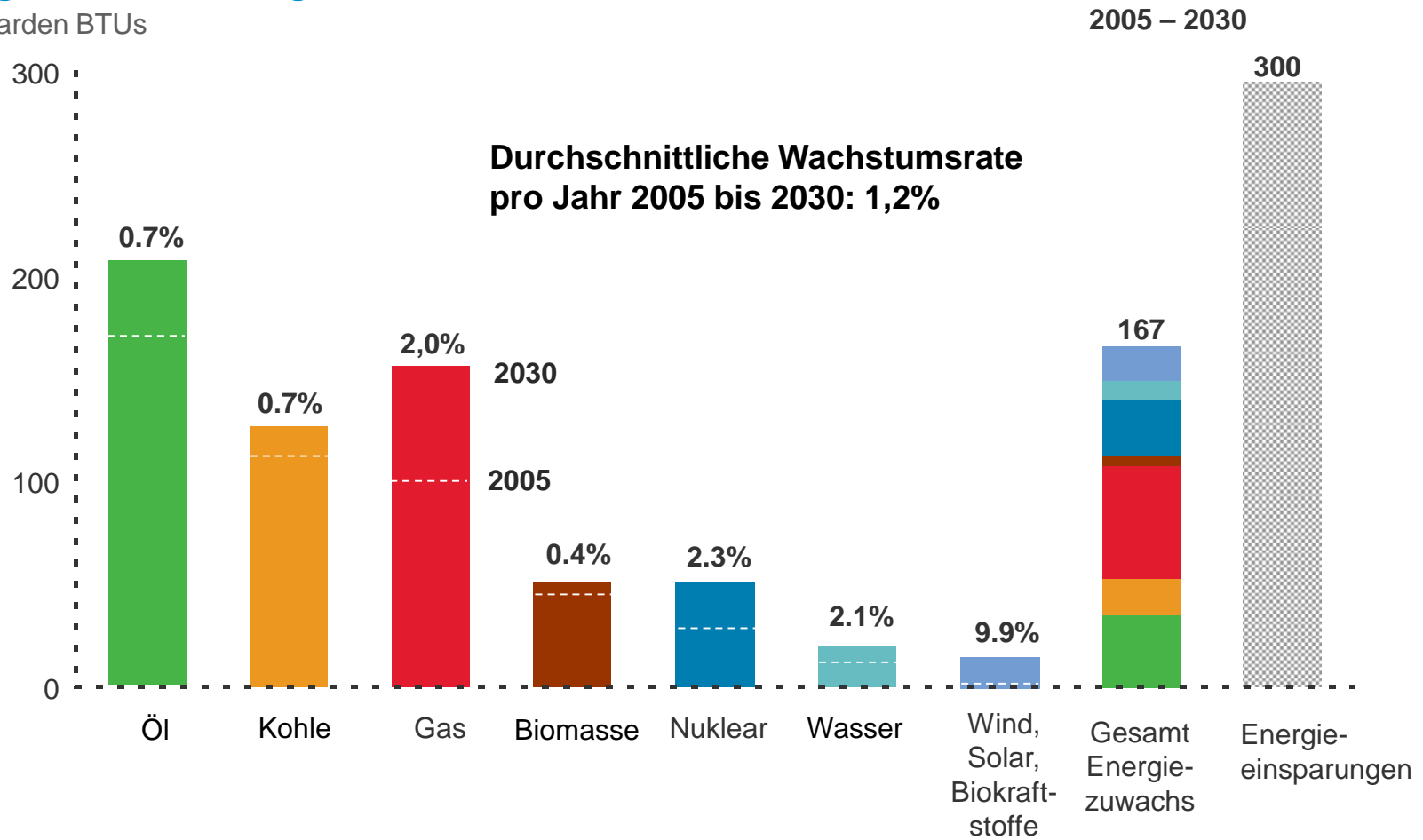
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# Energiemix

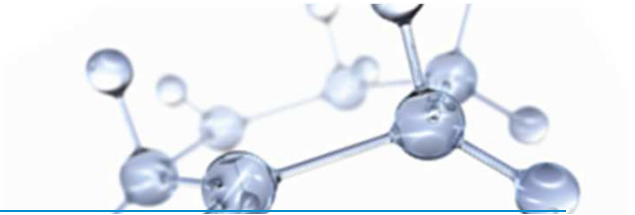


## Angebot und Nachfrage

Billiarden BTUs

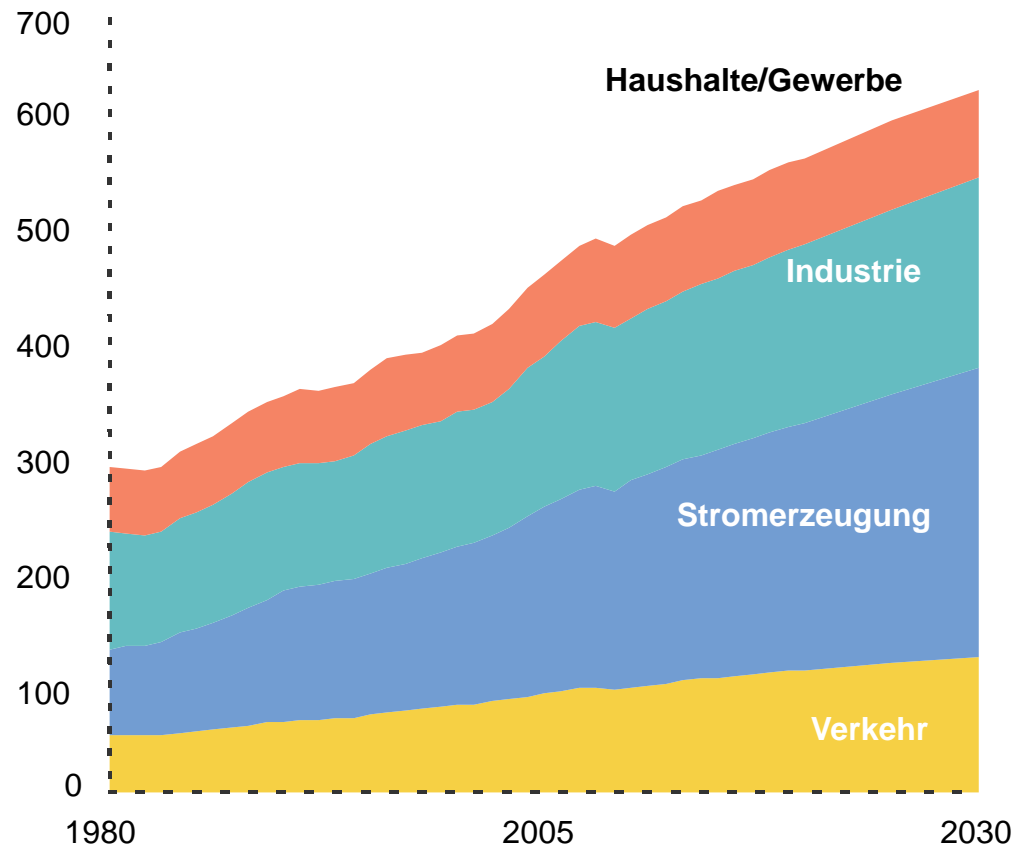


# Globale Nachfrage



## Nach Sektoren

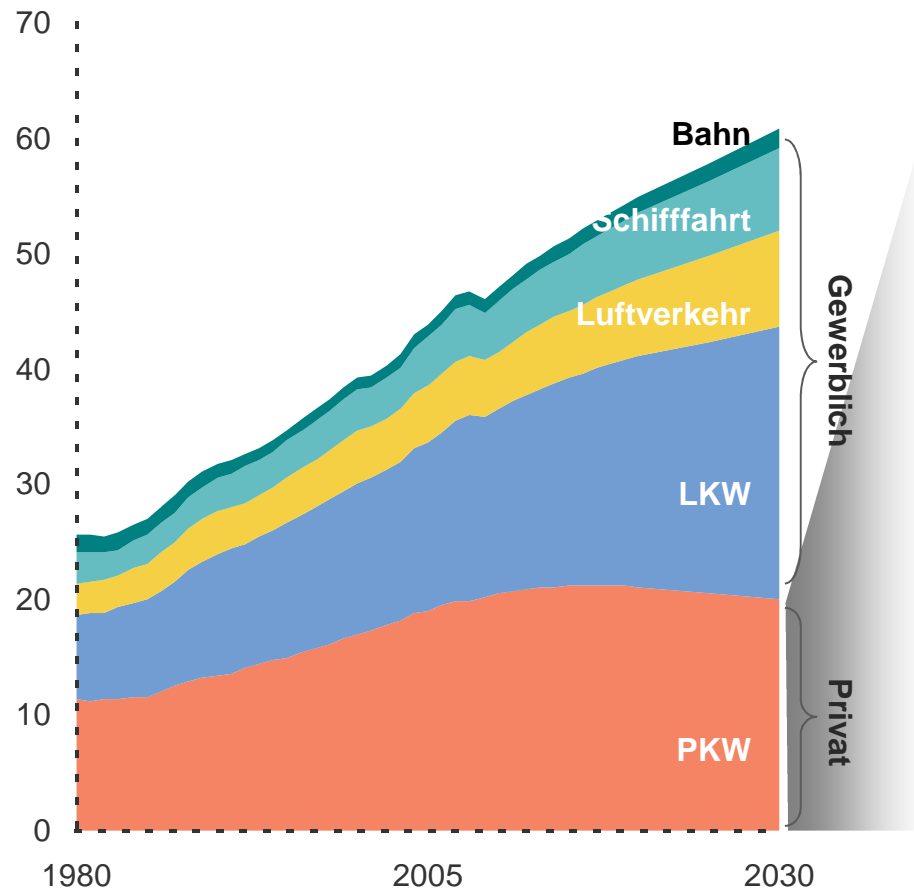
Billiarden BTUs



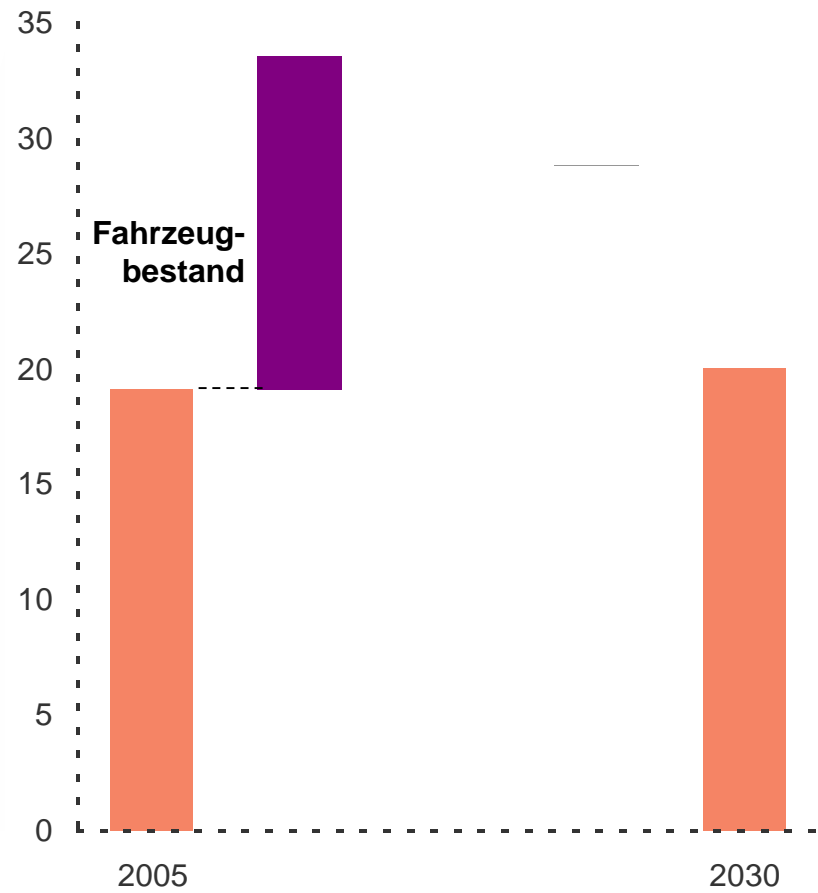
# Verkehr



**Nachfrage**  
MBDOE

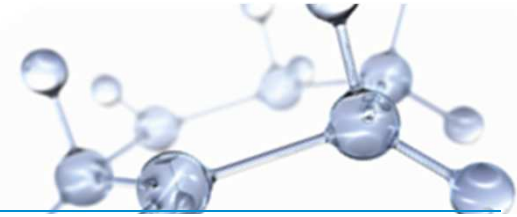


**Veränderung der Kraftstoffnachfrage von PKW**  
MBDOE



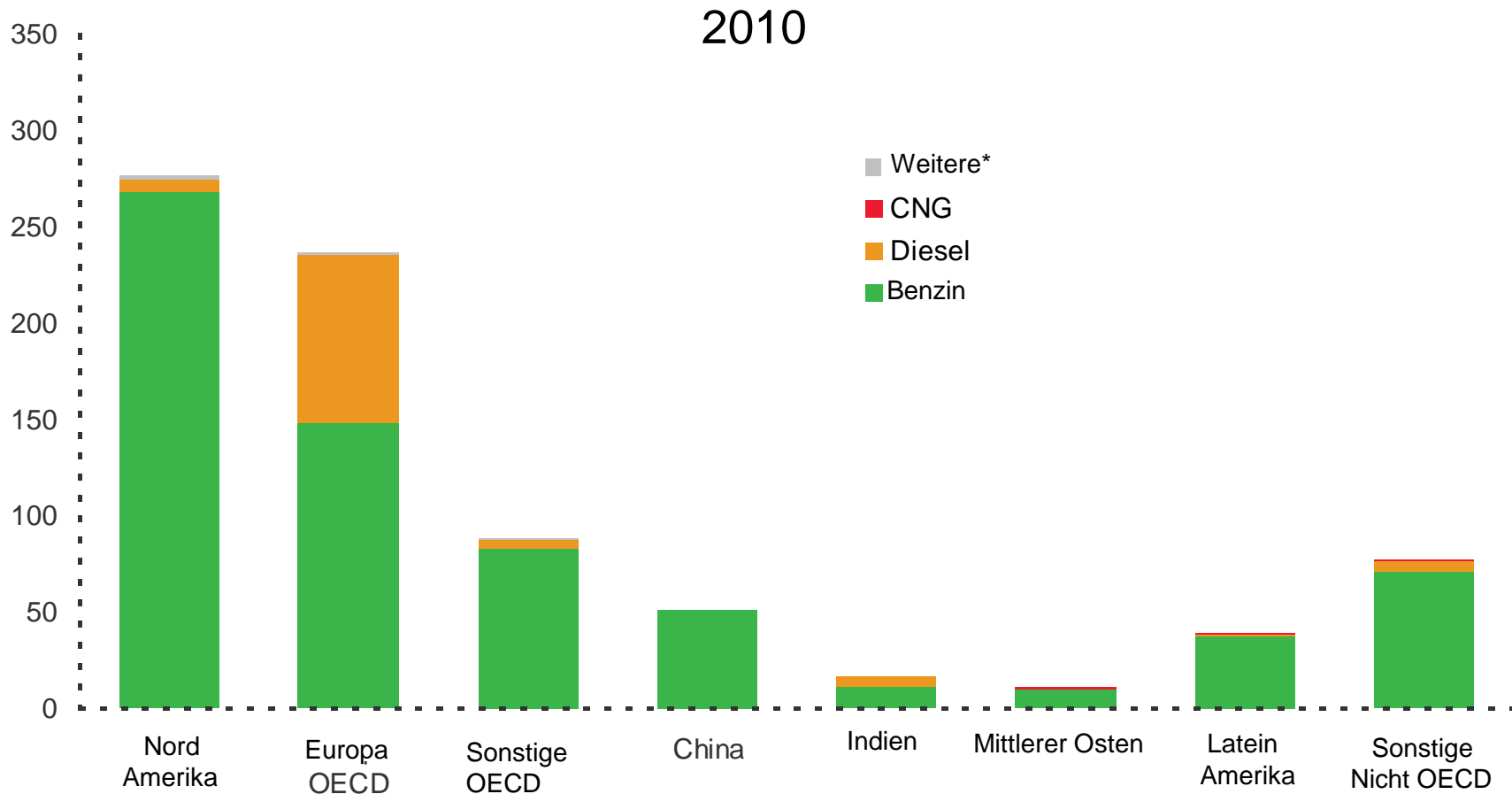
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# Verteilung von Privatfahrzeugen



## Antriebstechnologie

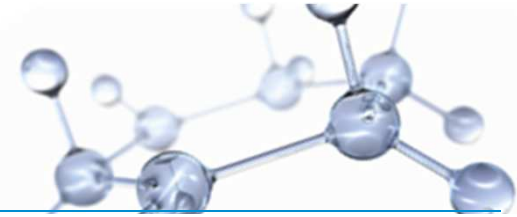
Fahrzeuge in Millionen



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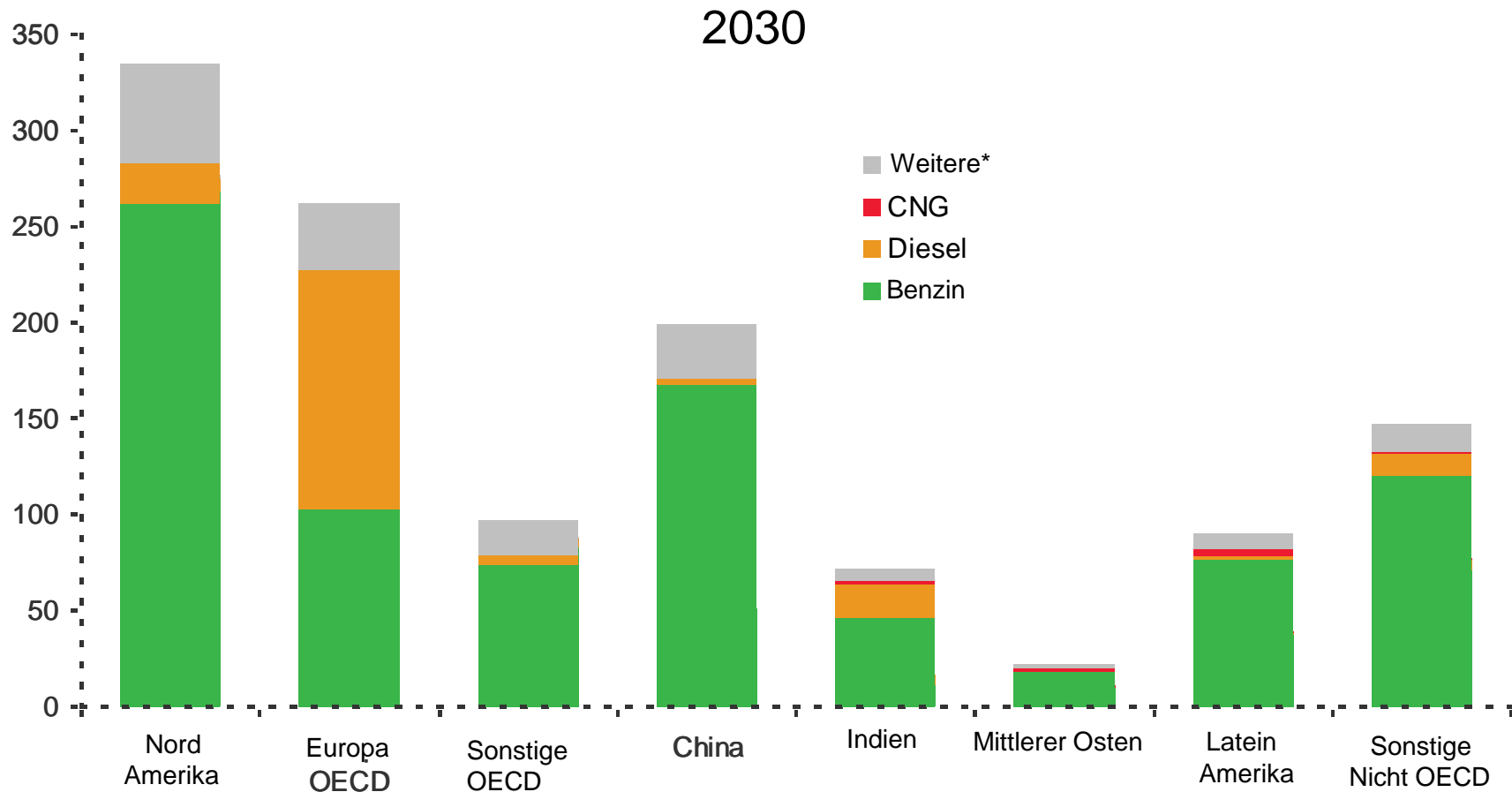
\*Vollhybrid, Plug-in Hybrid, Elektrofahrzeuge

# Verteilung von Privatfahrzeugen



## Antriebstechnologie

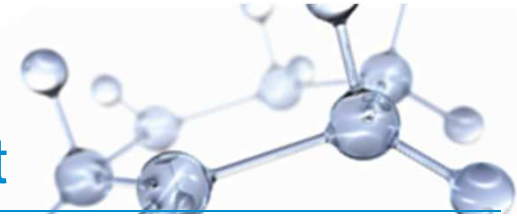
Fahrzeuge in Millionen



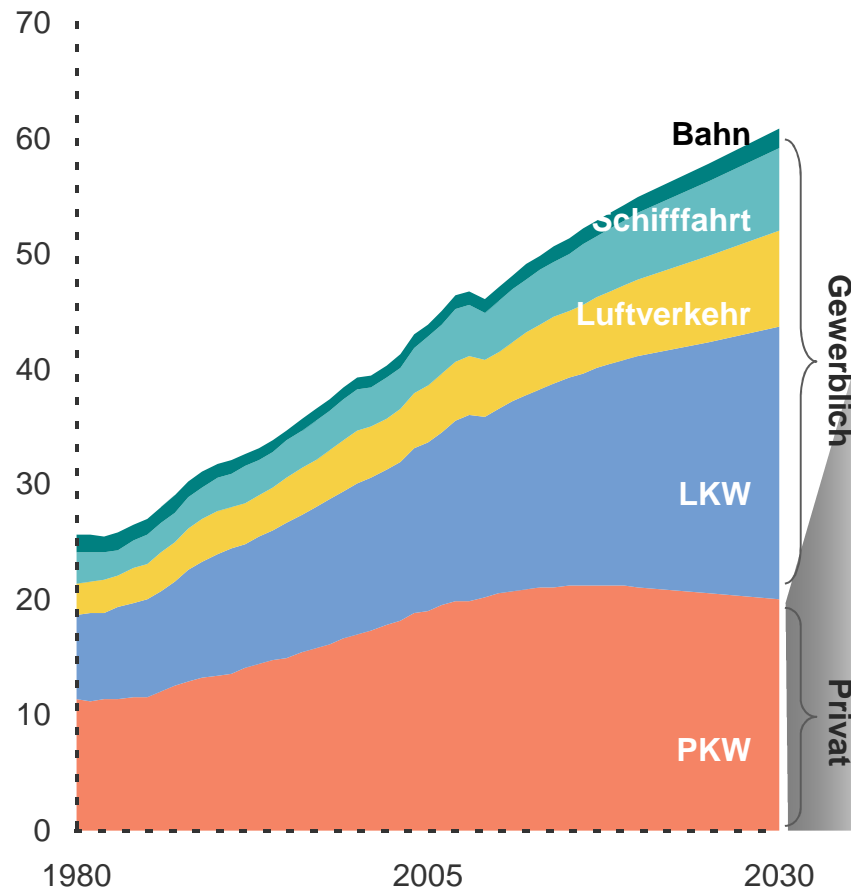
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\*Vollhybrid, Plug-in Hybrid, Elektrofahrzeuge

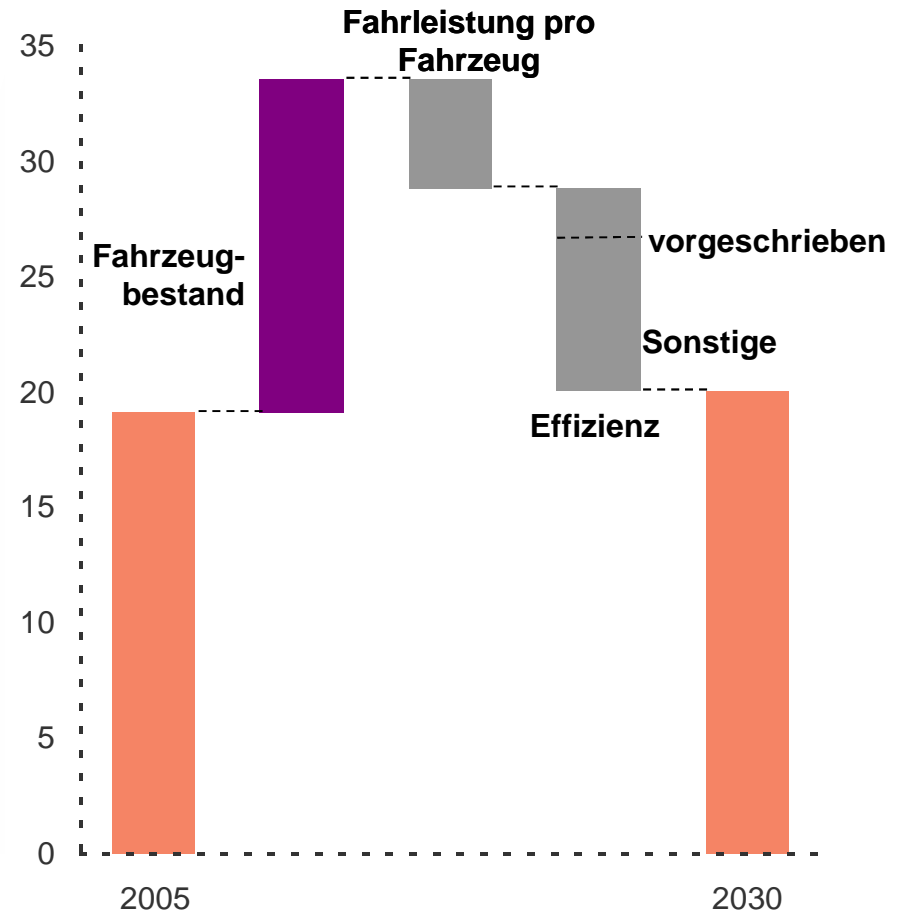
# Kraftstoffnachfrage durch PKW konstant



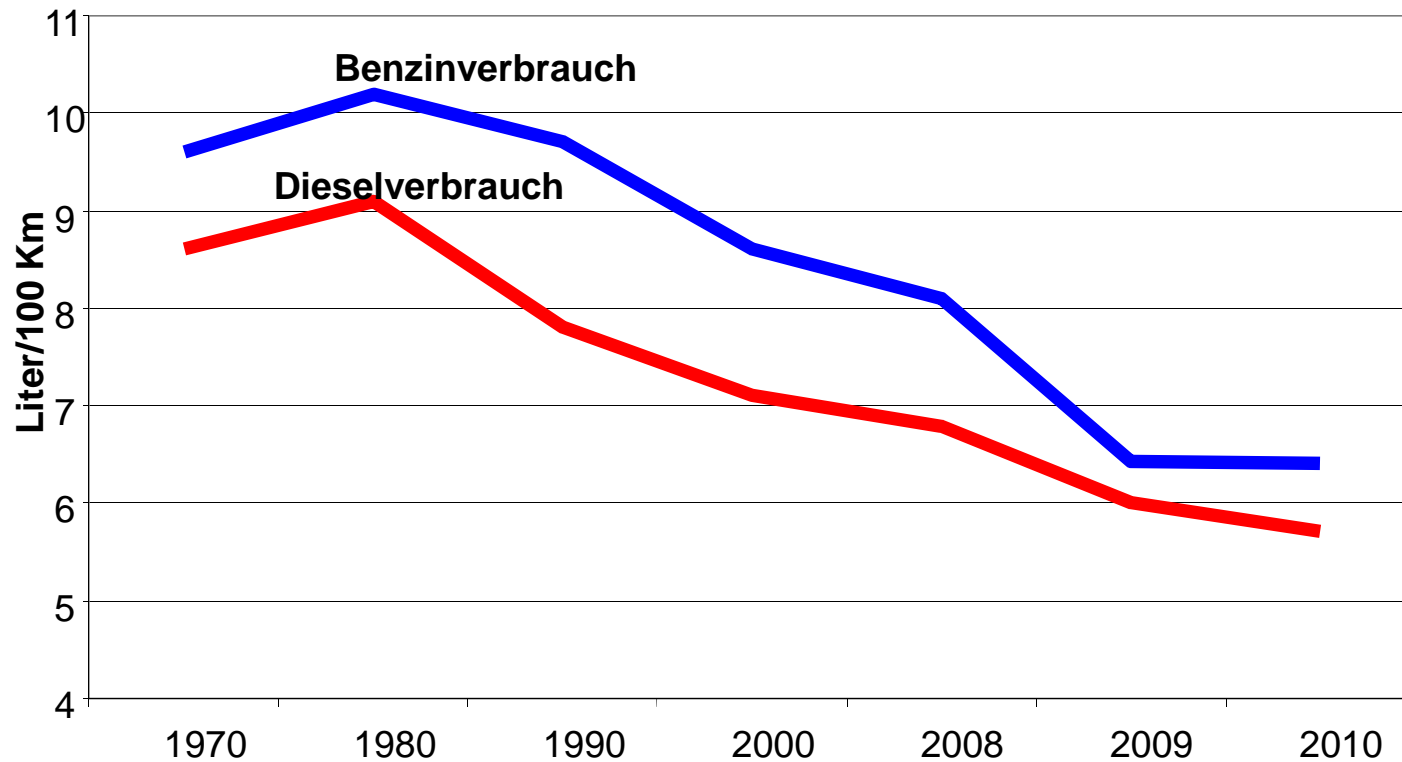
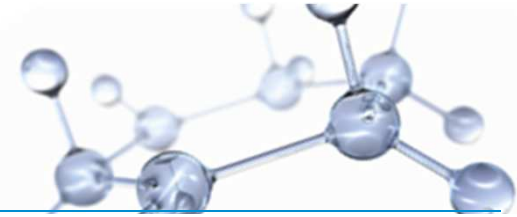
**Nachfrage**  
MBDOE



**Veränderung der Kraftstoffnachfrage von PKW**  
MBDOE

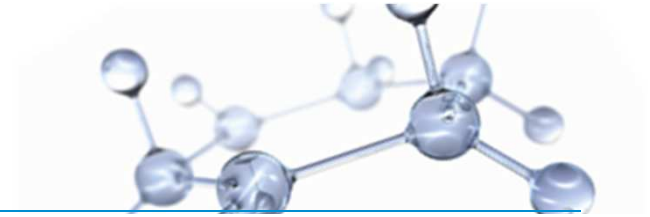


# Entwicklung des Kraftstoffverbrauchs der neu zugelassenen PKW (Deutschland)



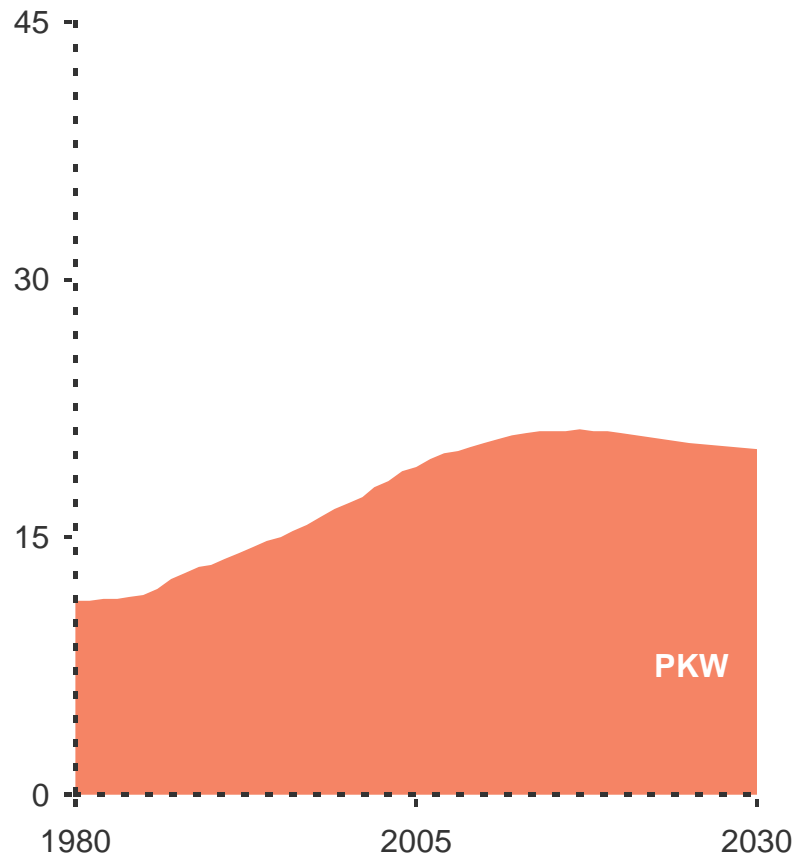
Quelle: Mineralölwirtschaftsverband 01/2011

# Zunahme gewerblicher Verkehr



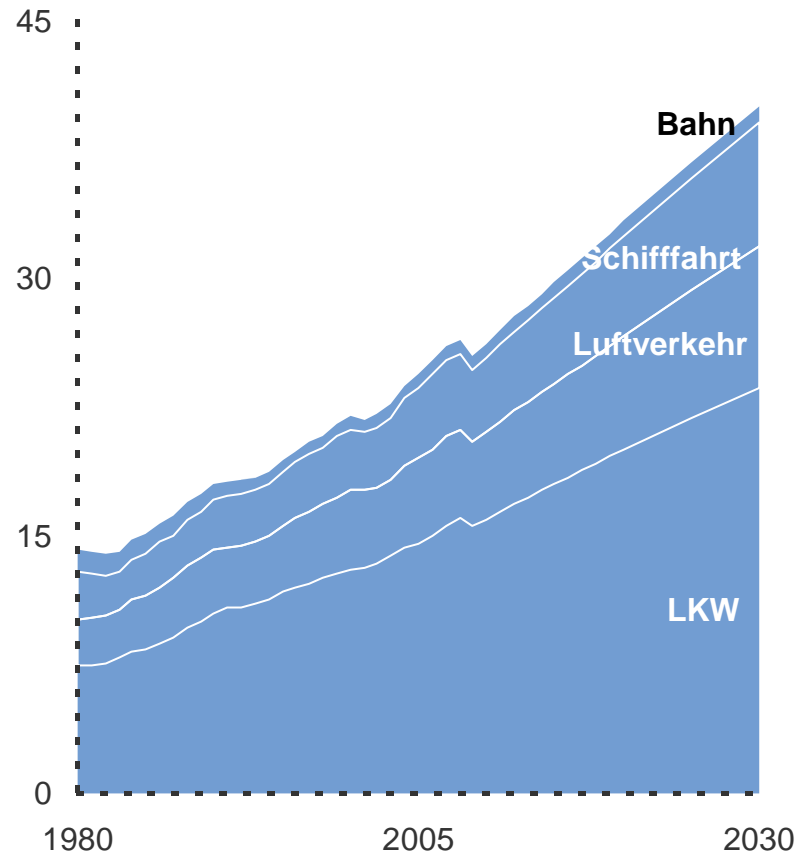
## Privat

MBDOE

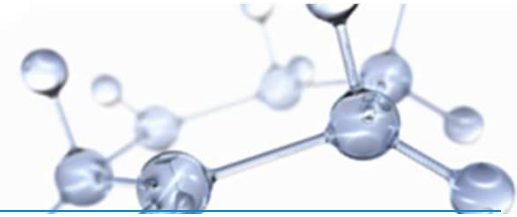


## Gewerblich

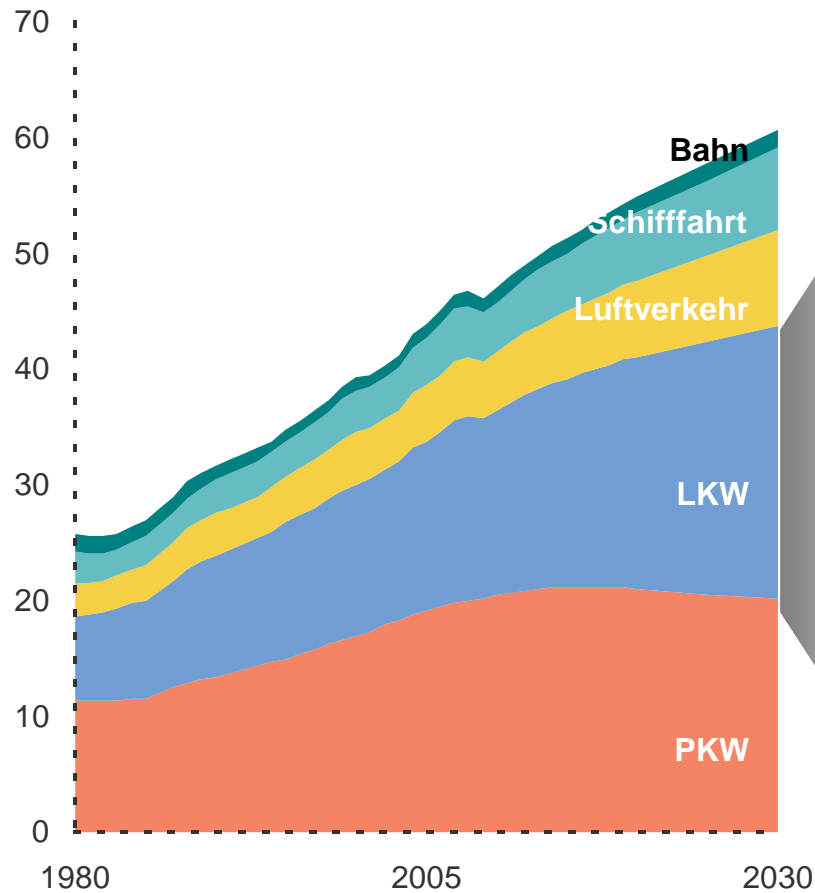
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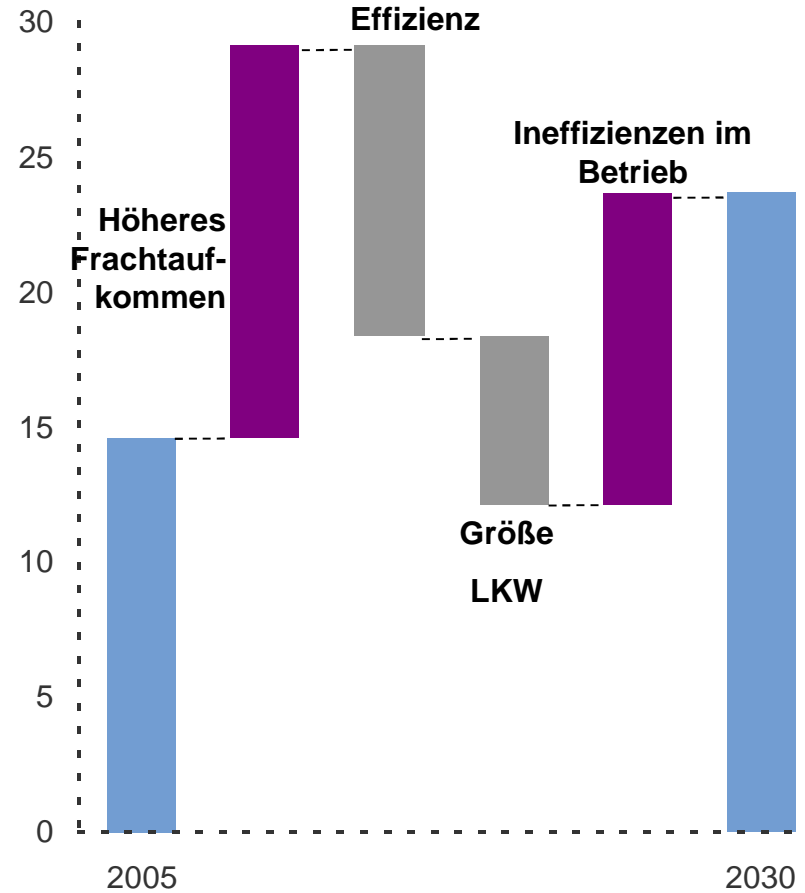
# LKW Verkehr bestimmt das Wachstum



**Nachfrage**  
MBDOE

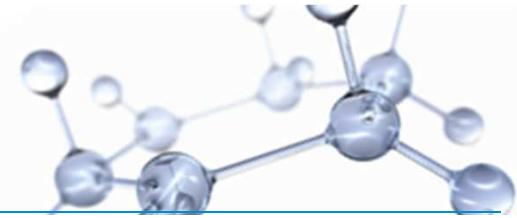


**Kraftstoffnachfrage im LKW Bereich**  
MBDOE



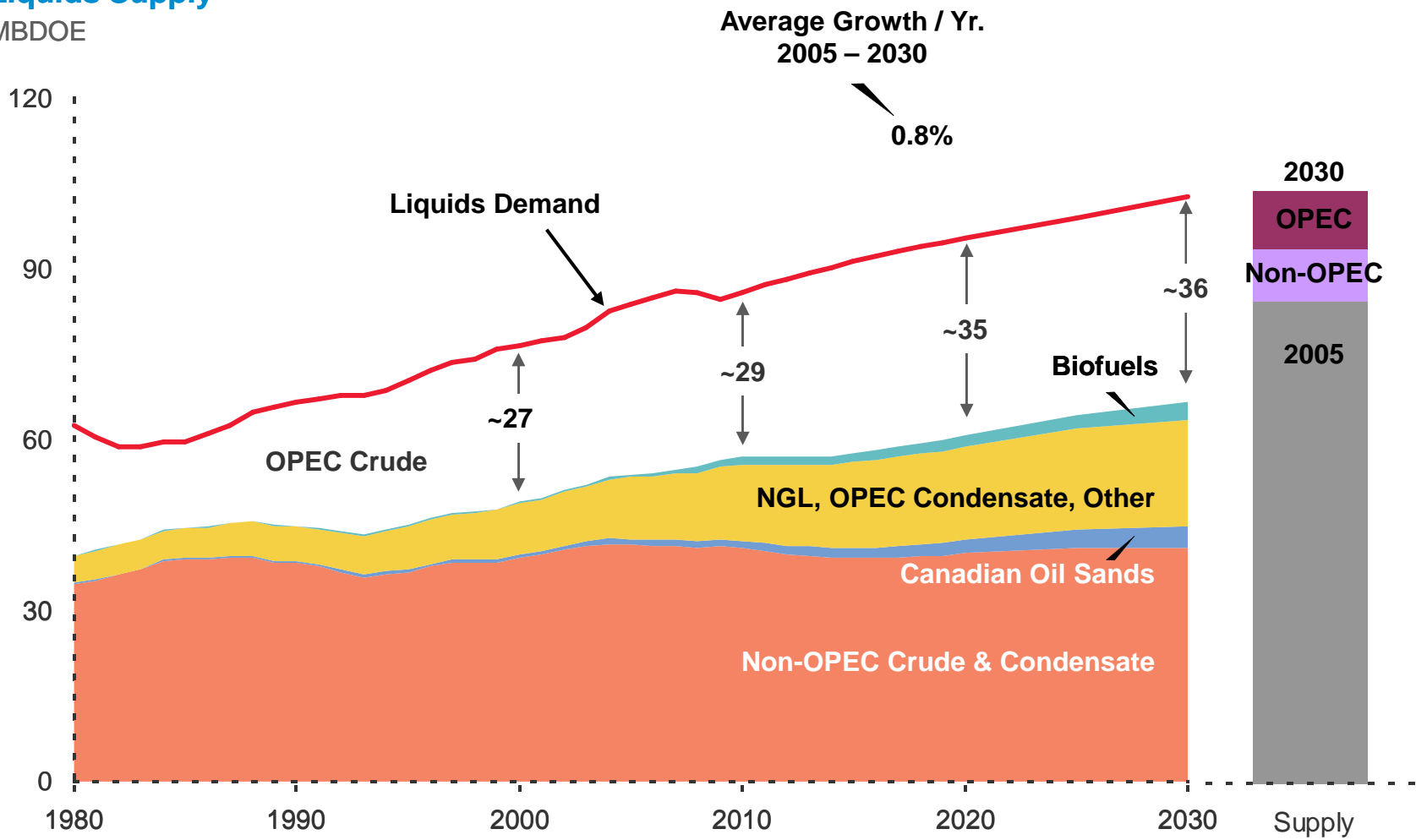
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# Liquids Support Growing Demand

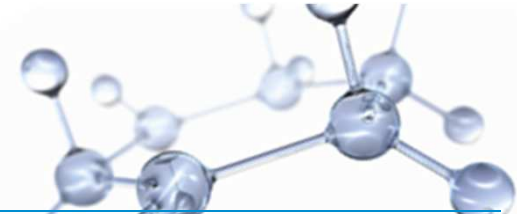


## Liquids Supply

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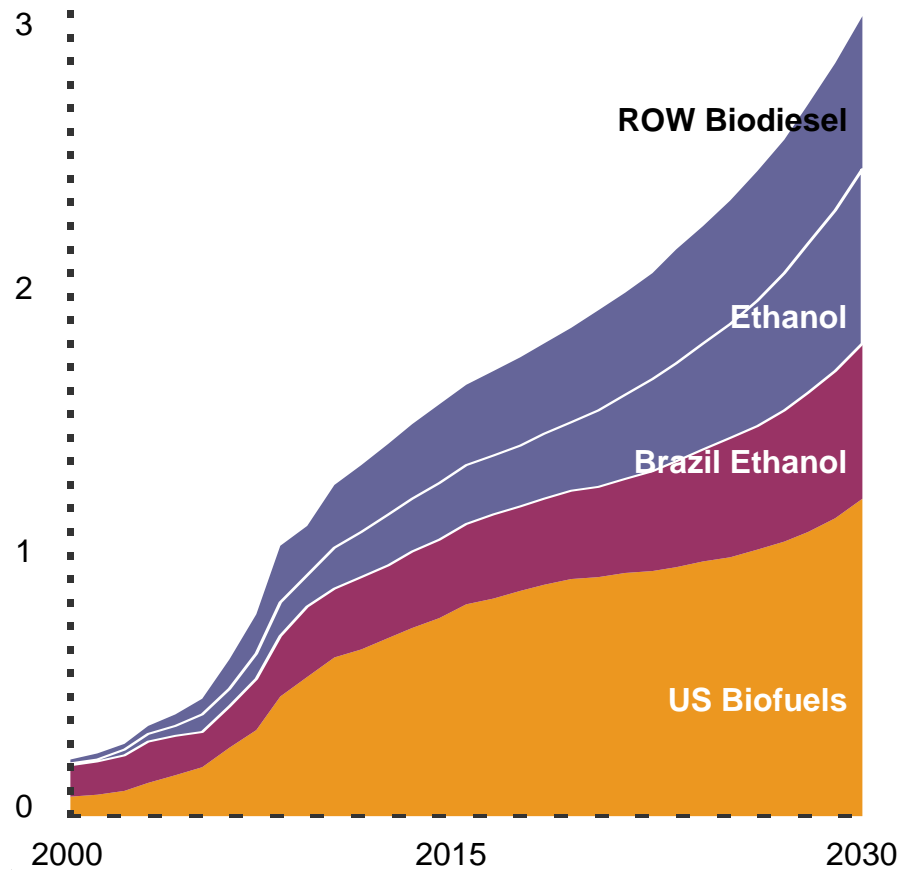


# Anteil der Biokraftstoffe steigt

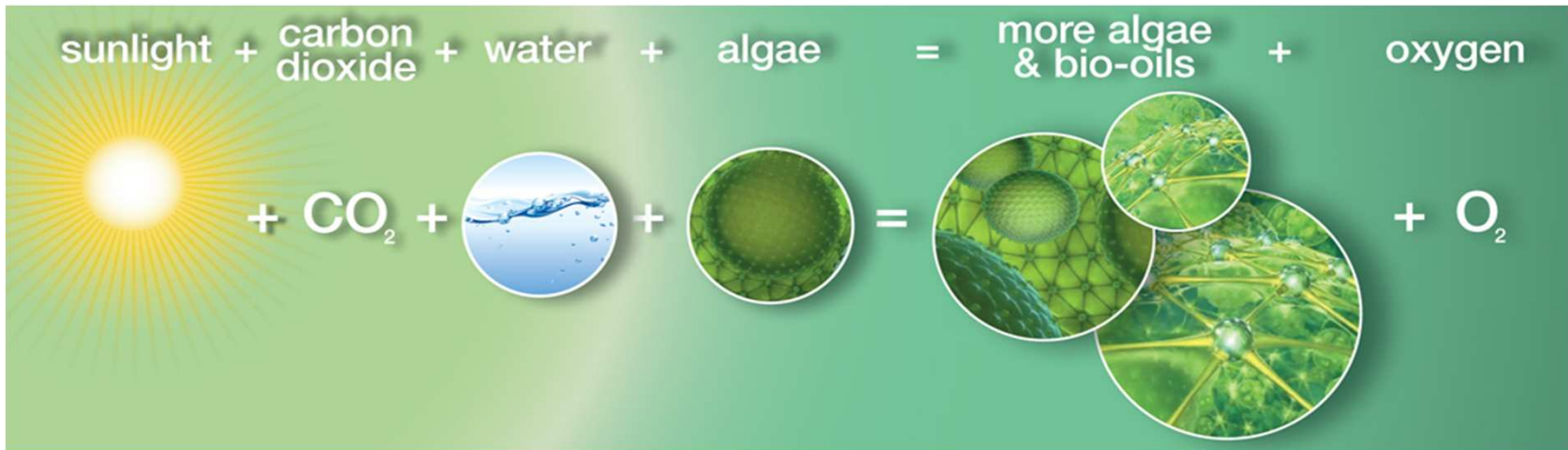
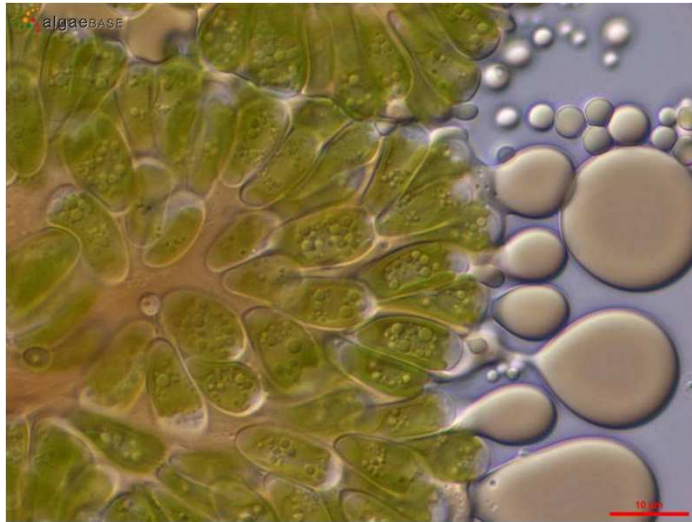
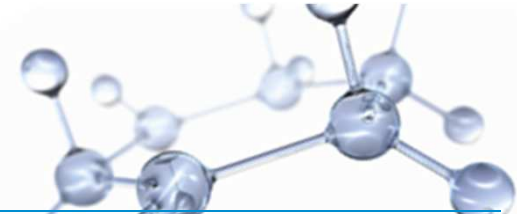


## nach Regionen

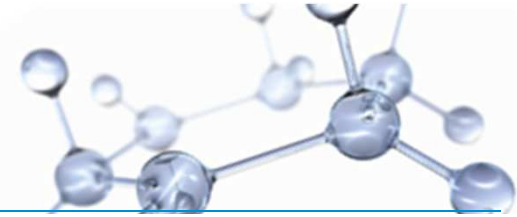
MBDOE



# Biokraftstoffe aus Algen



# Zusammenfassung – Womit fahren wir morgen?

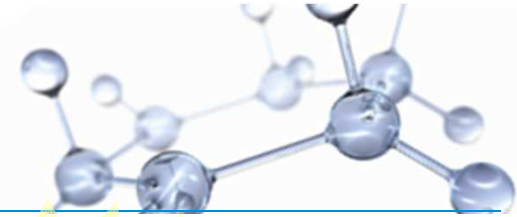


- Öl bleibt der Energieträger Nr. 1
- Verkehr ist mit 20 % der drittgrößte Energiesektor
- Der Verkehrssektor wird vom Öl dominiert (98%)
- Durch Effizienzgewinne bleibt die Nachfrage nach Kraftstoffen für PKW auf dem heutigen Niveau (Anstieg aber bei LKW)
- Auch 2030 werden noch 85 % der Fahrzeuge moderne Verbrennungsmotoren haben (70 % Benzin, 15 % Diesel)
- Biokraftstoffe werden zunehmend eine Rolle spielen



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## Innerhalb der letzten 30 Minuten...



... hat die Welt genug Stahl produziert, um 10 Eiffeltürme zu bauen.

...wurde genug Kerosin genutzt, um 240 Transatlantikflüge durchzuführen.



...wurden weltweit 1,3 Millionen Privatfahrzeuge betankt.

...wurde genug Strom erzeugt, um die Schweiz 9 Tage lang zu versorgen.

...wurde so viel Erdgas verbraucht, um 70.000 Heißluftballons zu füllen.