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Taking on the world's toughest energy challenges.™

The Outlook for Energy: A View to 2030

Donald J. Gardner
Exxon Mobil Refining & Supply

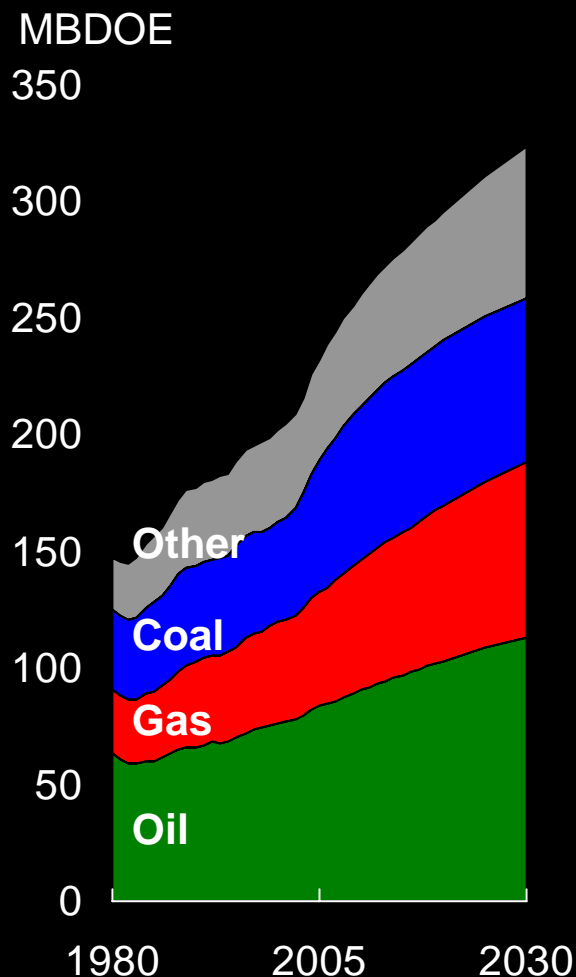
IAEE Meeting
February 15, 2008



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 in Item 1 of ExxonMobil's latest report on Form 10-K). This material is not to be reproduced without the permission of Exxon Mobil Corporation.

2007 Energy Outlook Basis

Energy Supply/Demand



- **Energy Demand Outlook**

- Detailed buildup by country and end-use sector
- Links energy use to economic drivers
- Incorporates efficiency improvements
- Considers trends, economics, and supply by fuel type
- Reflects assessment of potential policy initiatives

- **Oil & Gas Supply Outlook**

- Incorporates ultimate recoverable resource estimates
- Models production profiles for all countries or regions
- Considers economics and ongoing advances in technology

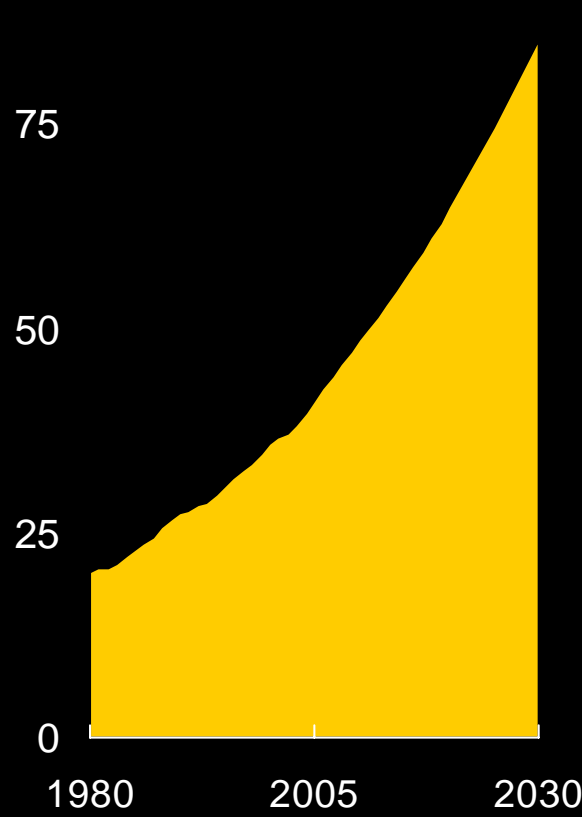
Global Economics and Energy

GDP

Trillion 2005\$

Average Growth / Yr.

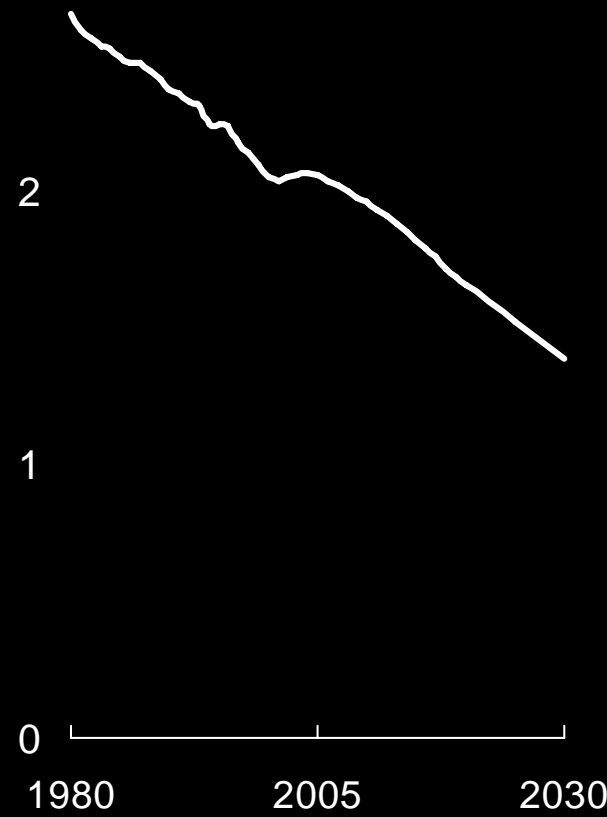
100 1980 – 2005 2005 – 2030
2.9% 3.0%



Energy Intensity

BOE/2005\$K GDP

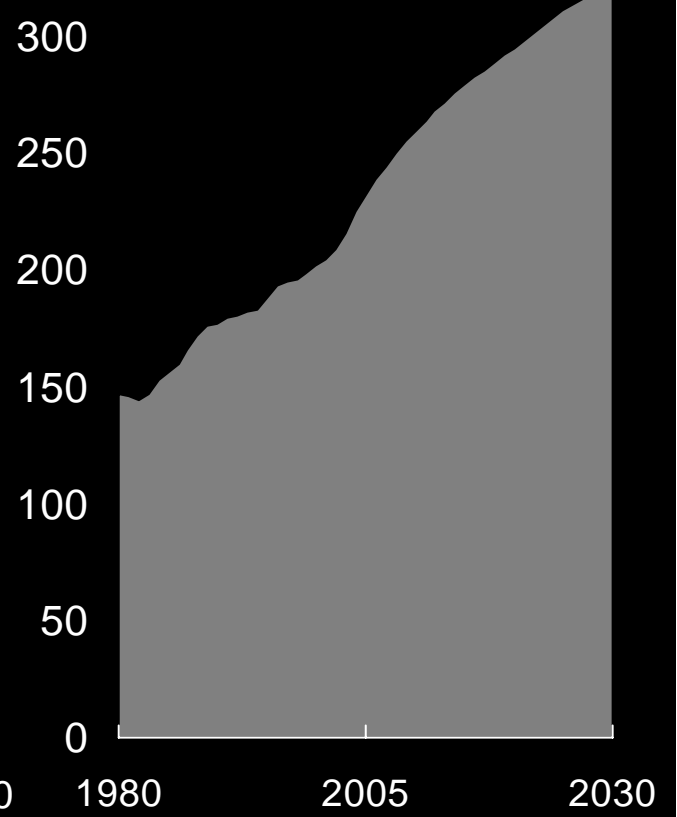
3
-1.0% -1.6%



Energy Demand

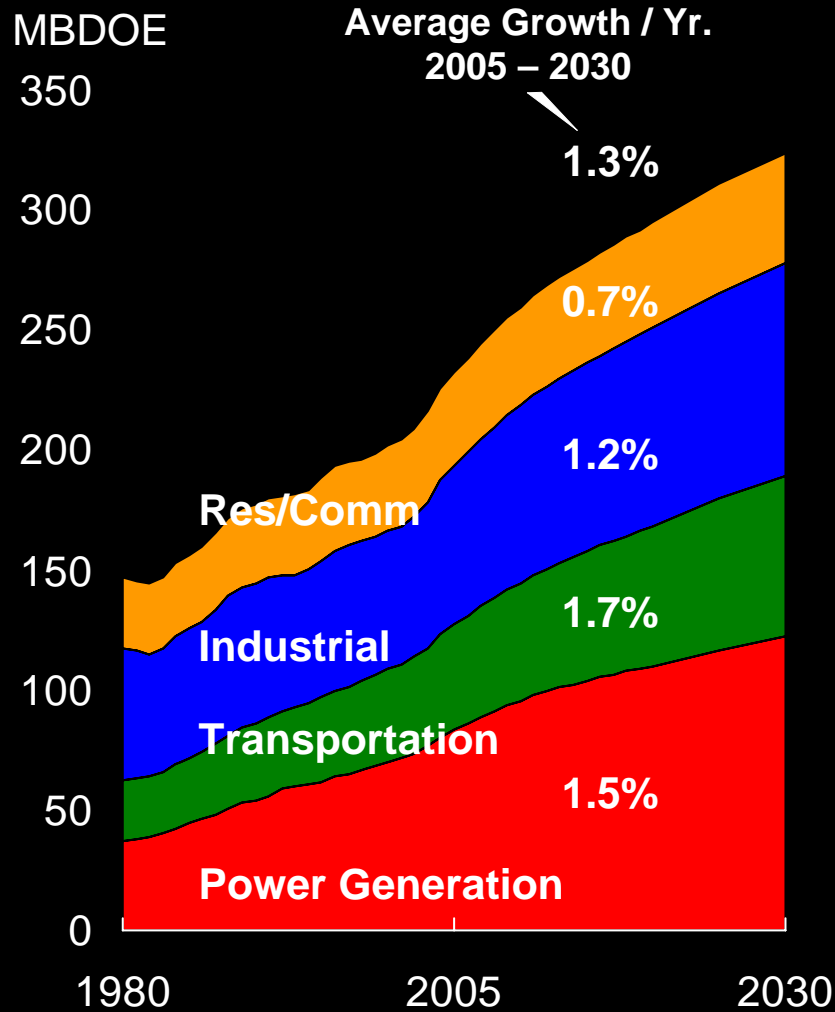
MBDOE

350
1.8% 1.3%

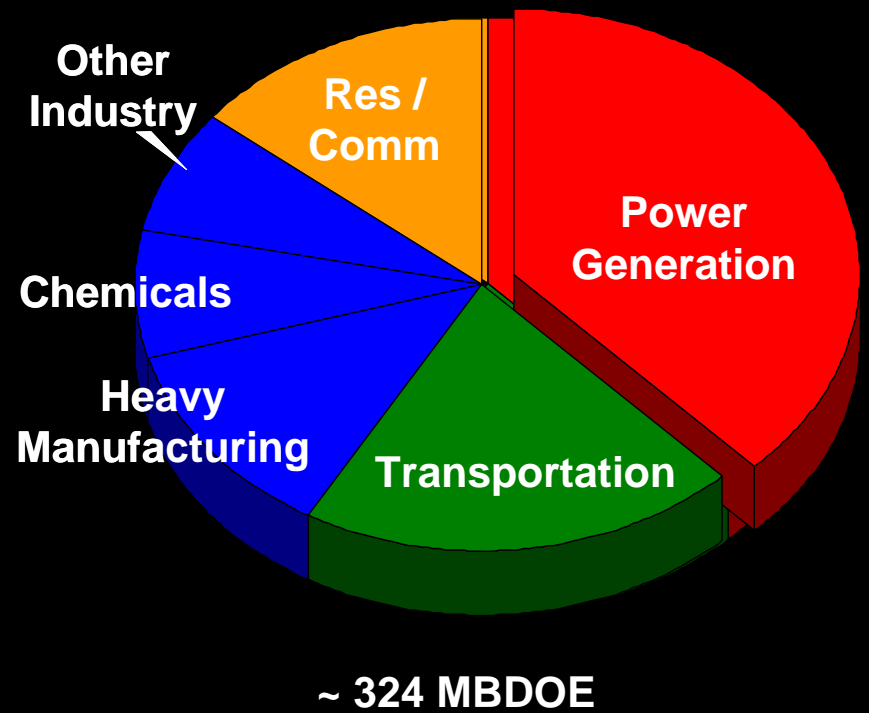


World Energy Demand

By Sector



By Sector - 2030



Electricity Demand Linked to GDP

1000 kW hours
per capita

1980 to 2005

100

10

1

0.1

0

100

1000

10000

100000

GDP per capita (2005\$)

OECD

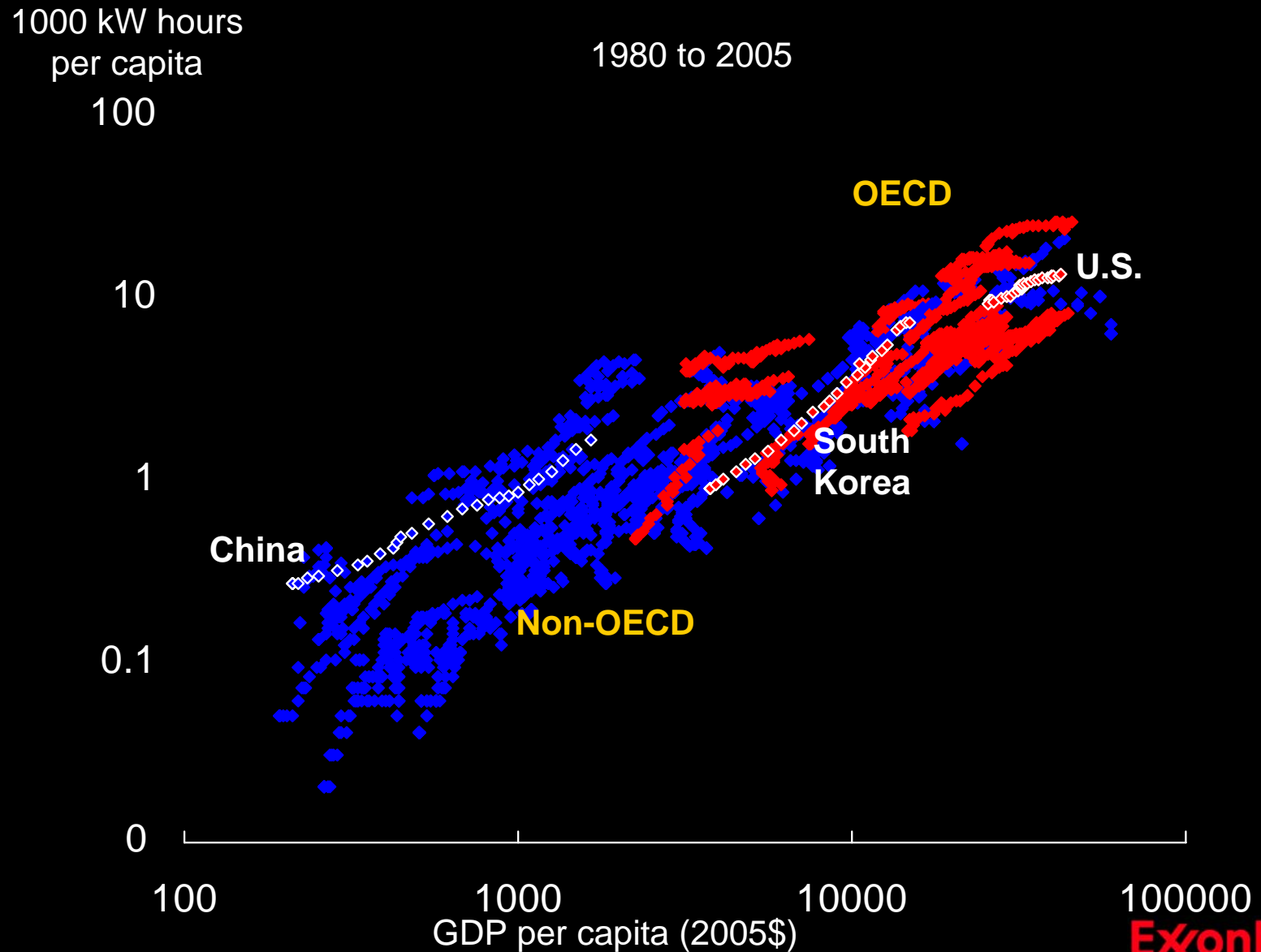
U.S.

South
Korea

China

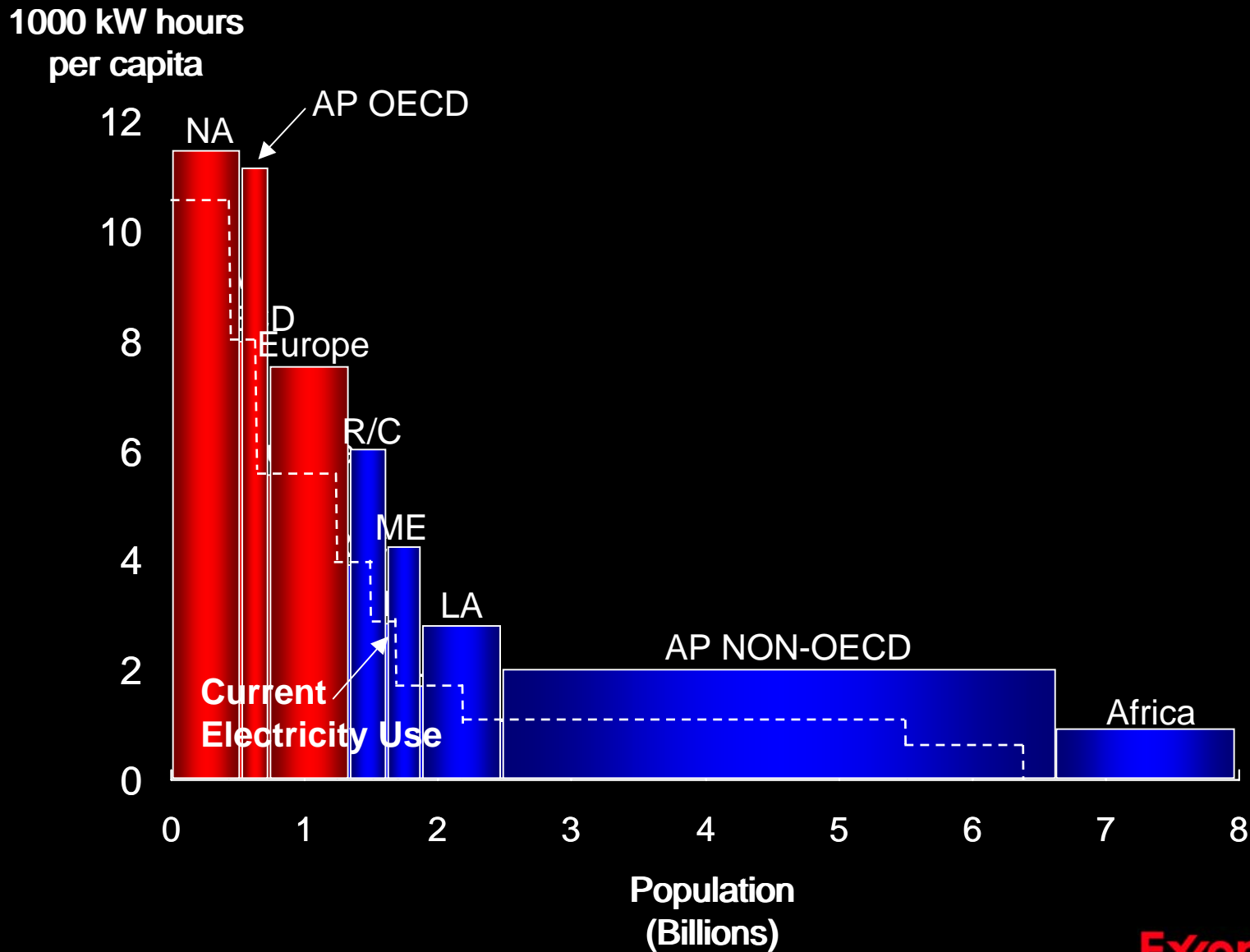
Non-OECD

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2030 Electricity Use by Region

Current Electricity Use by Region



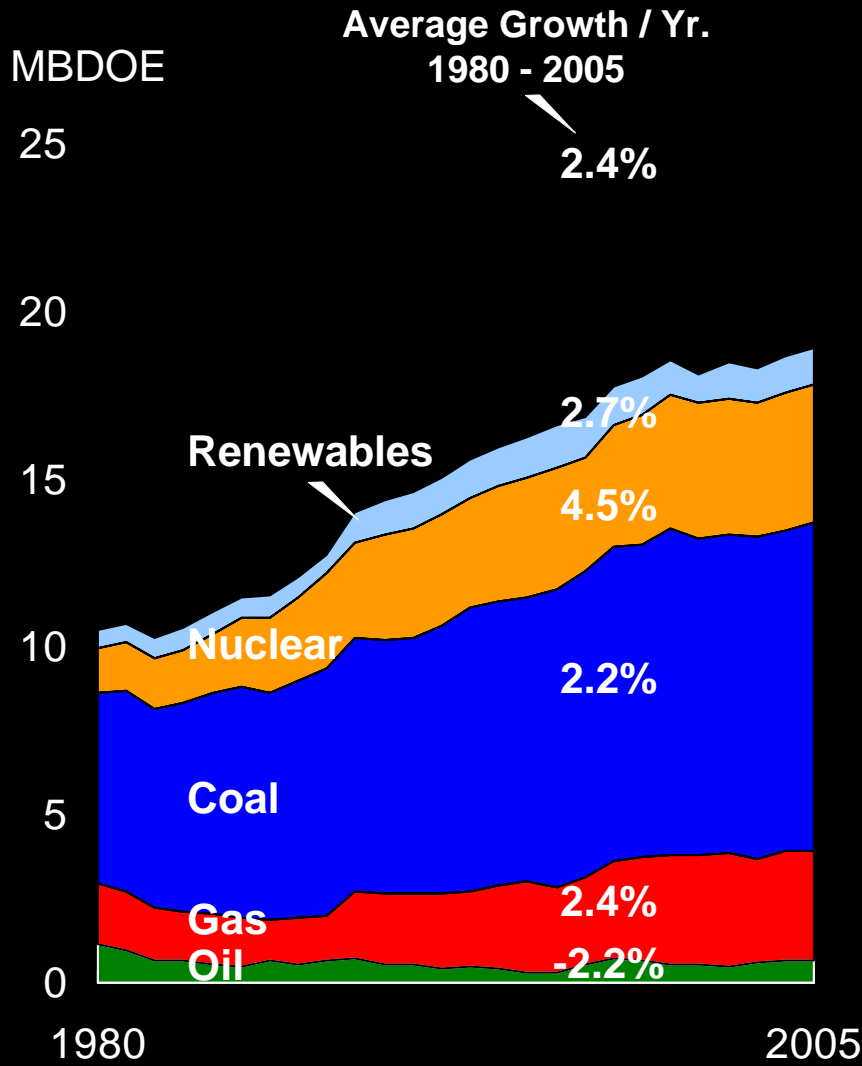
Power Generation



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U.S. Power Generation

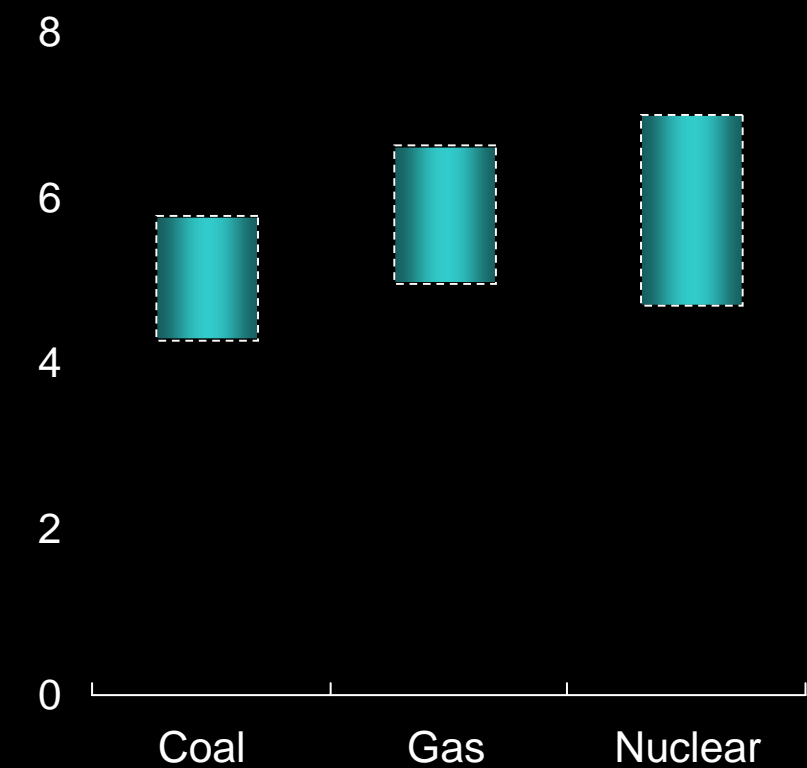
By Fuel



Economics

2005 Cents/
kWhr*

Baseload Power Generation
U.S. New Builds, Startup 2020

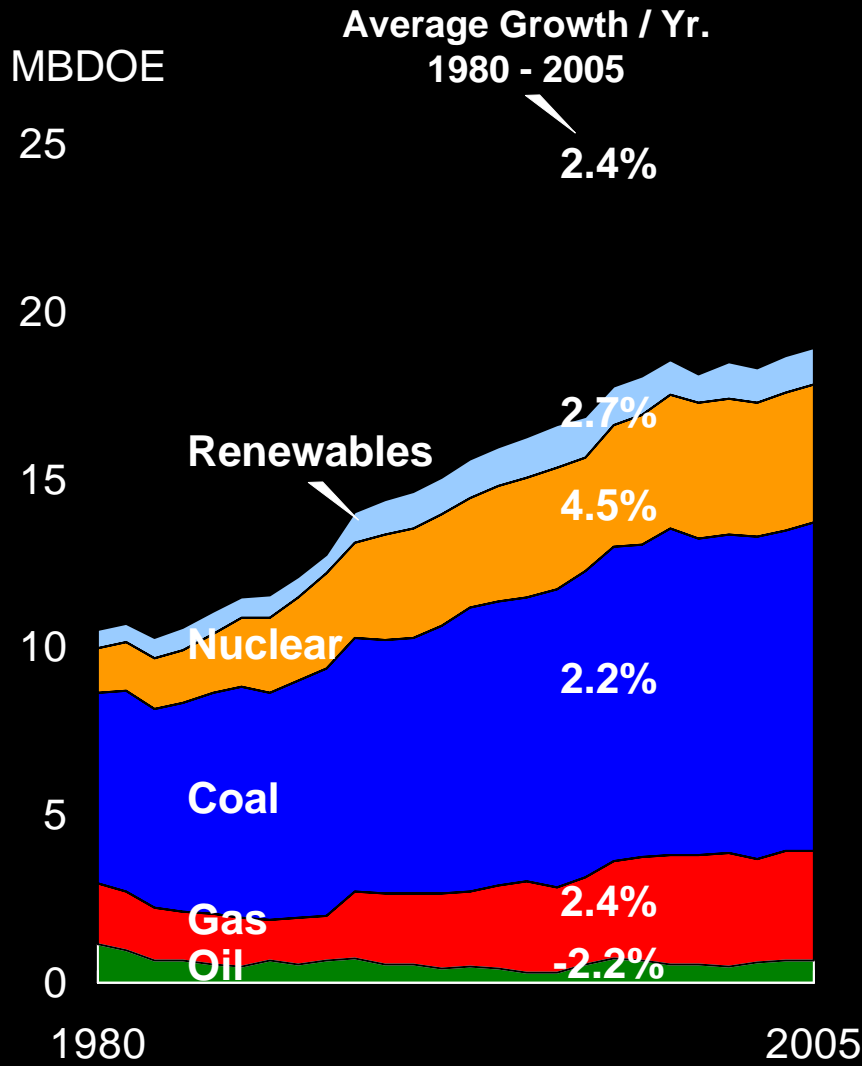


* Reflective of recent fuel prices

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U.S. Power Generation

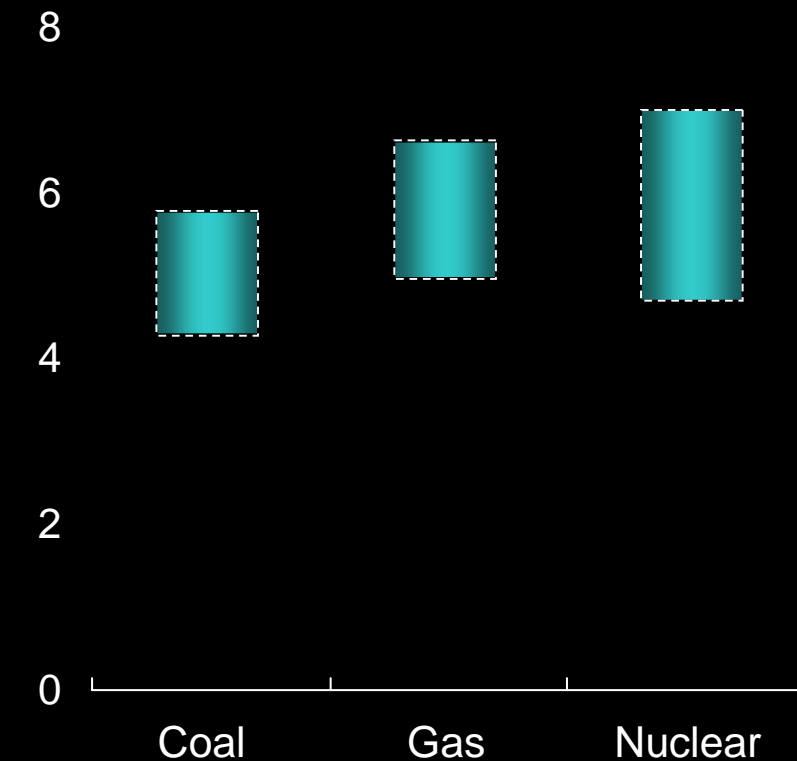
By Fuel



Economics

2005 Cents/
kWhr*

Baseload Power Generation
U.S. New Builds, Startup 2020
CO₂ Prices @ \$30/MT

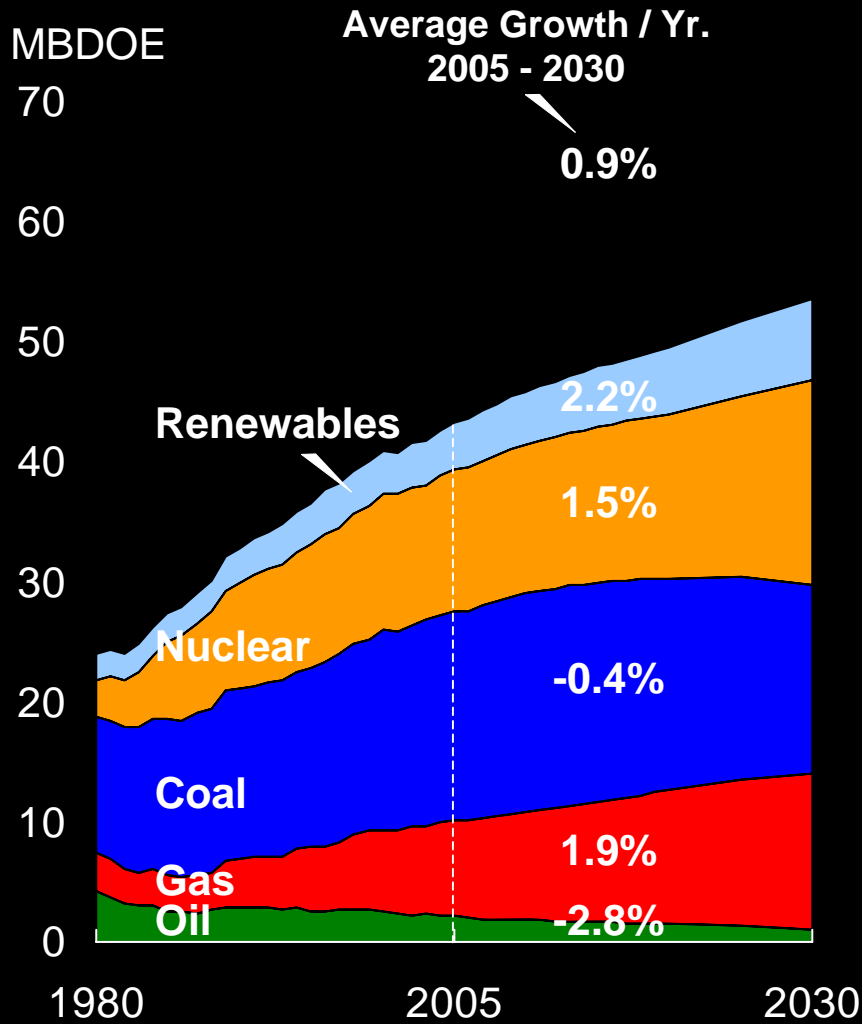


* Reflective of recent fuel prices

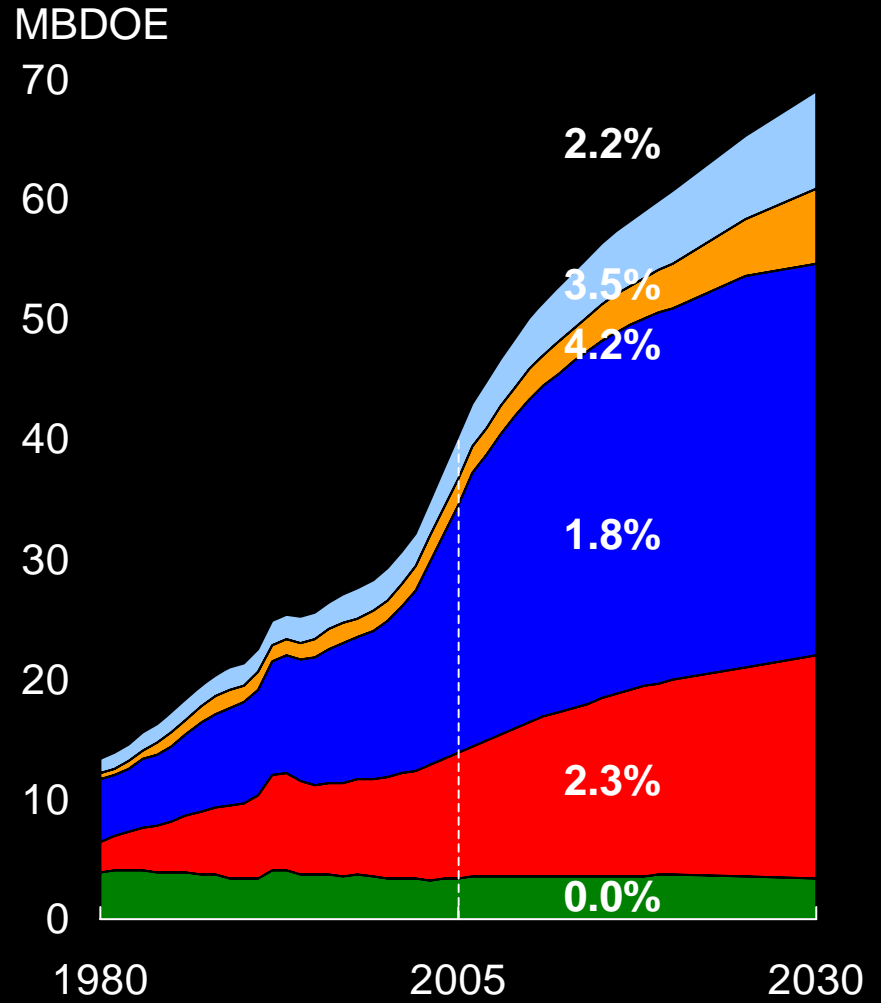
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Power Generation Demand

OECD



Non-OECD

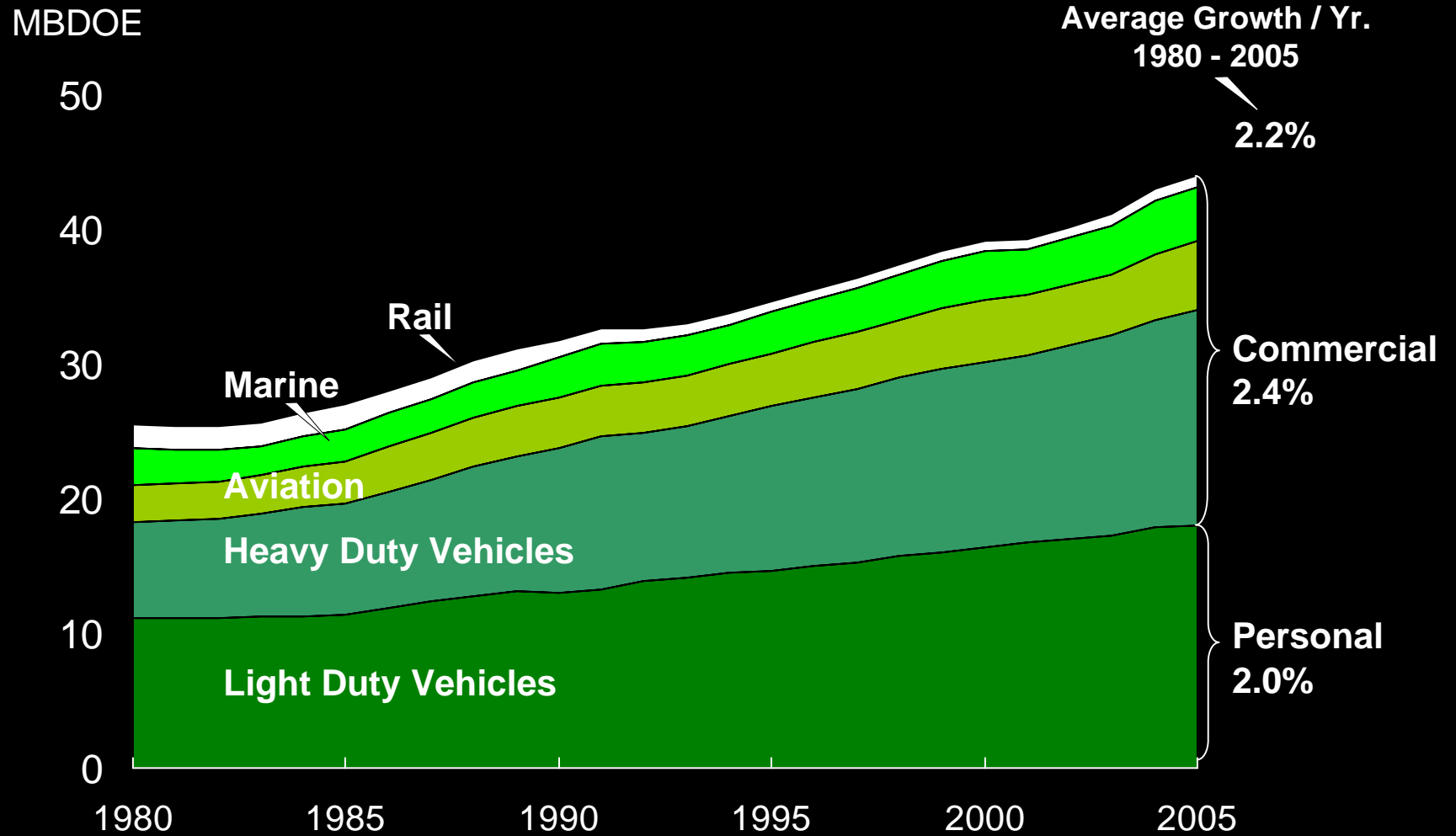


Transportation



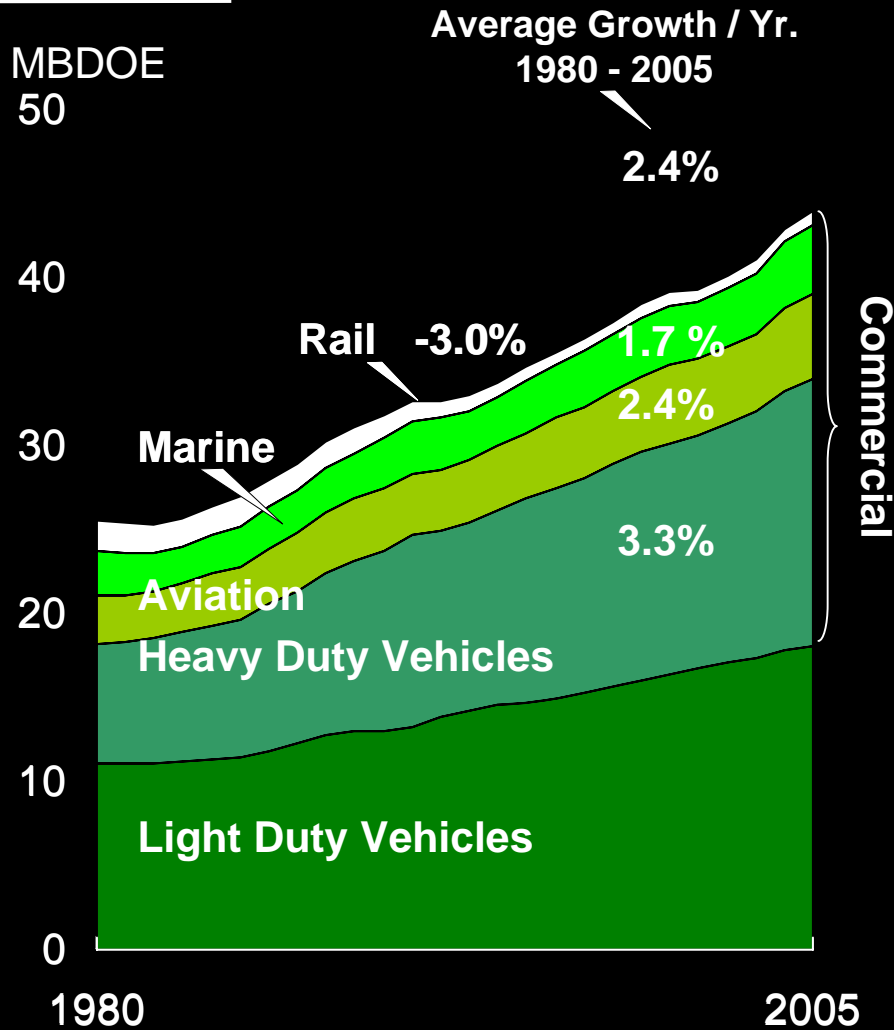
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Global Transportation Demand

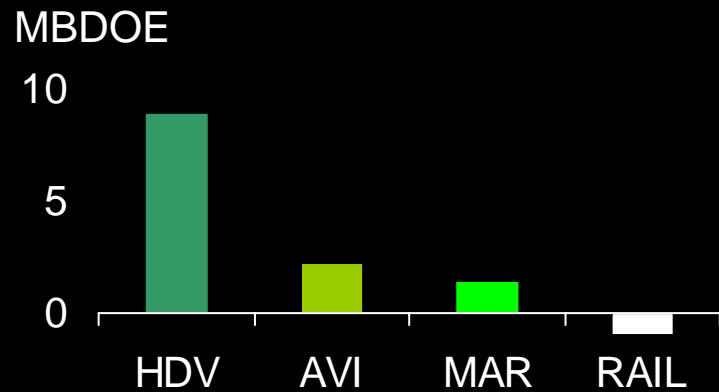


Global Commercial Transportation

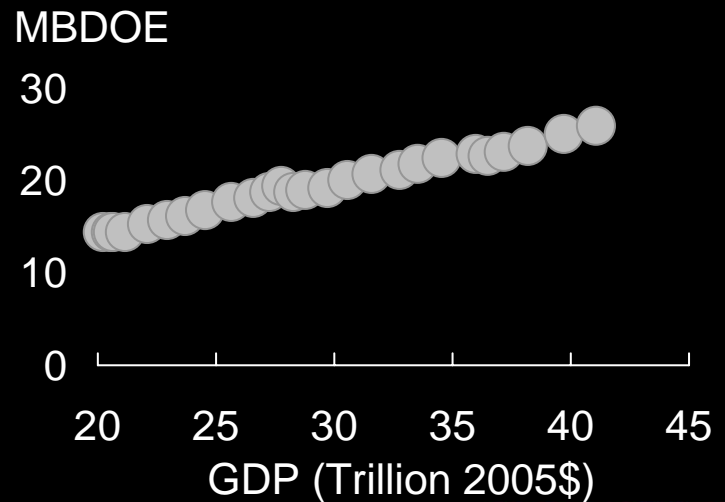
By Sector



Growth 1980 - 2005



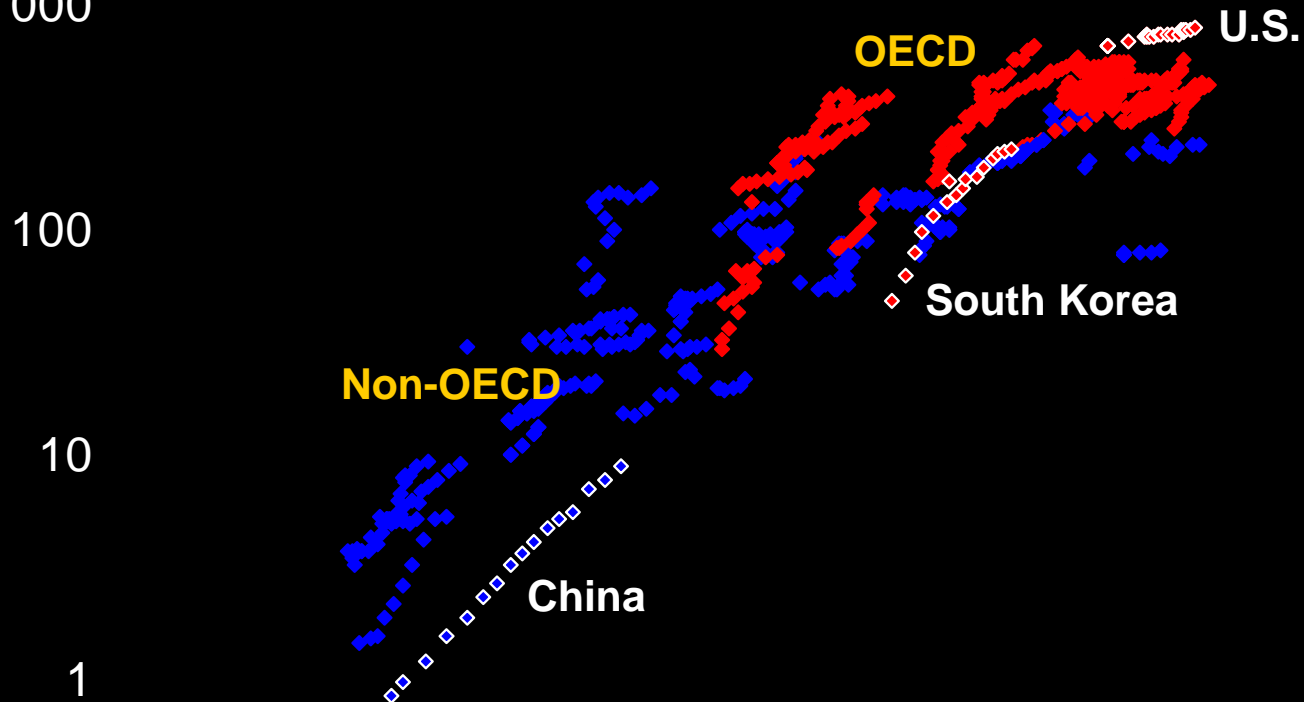
Demand versus GDP



Light Duty Vehicle Penetration Linked to GDP

Vehicles per
1000 people
1000

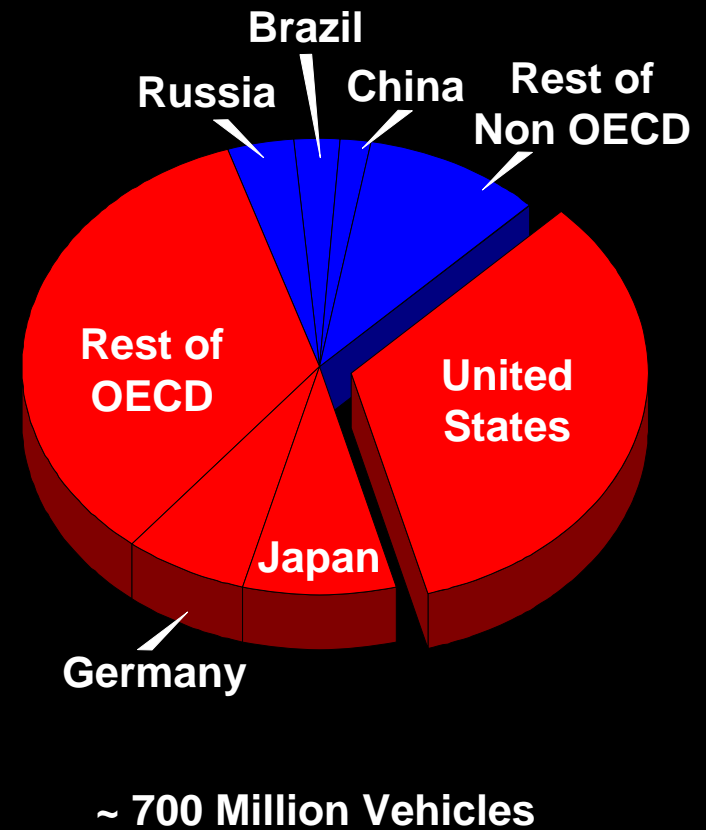
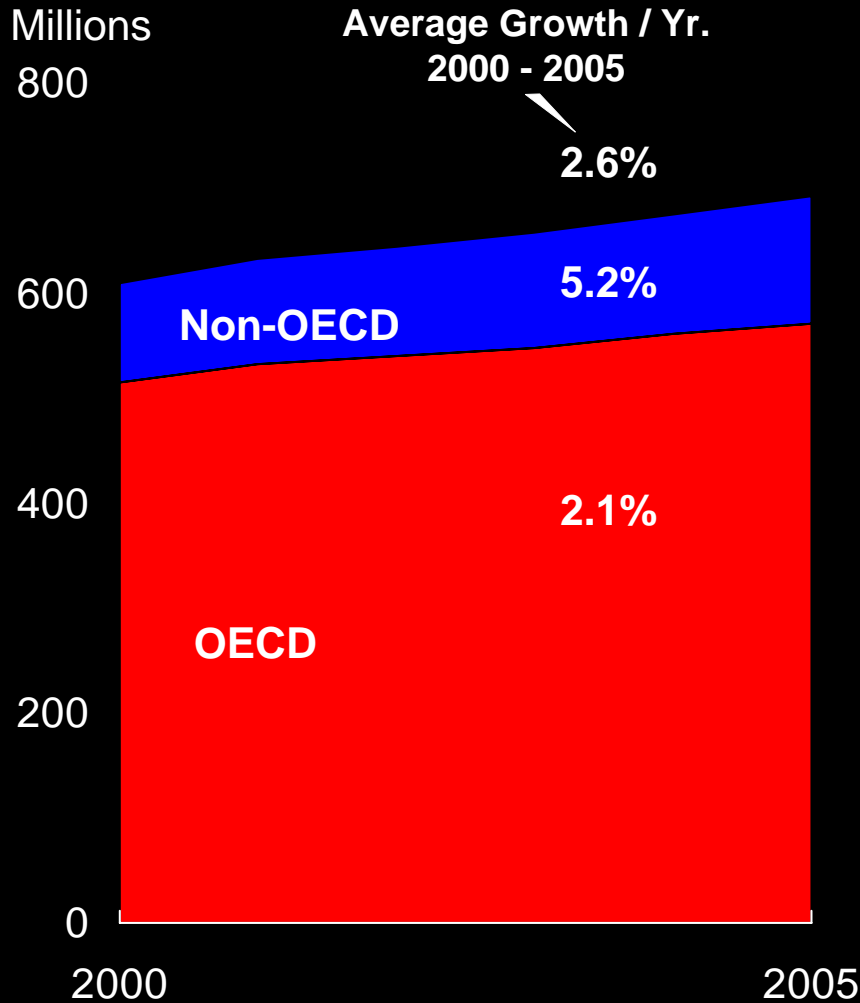
1990 to 2005



Global Light Duty Vehicle Fleet

By Region

2005



U.S. Light Duty Vehicles – Fuel Economy

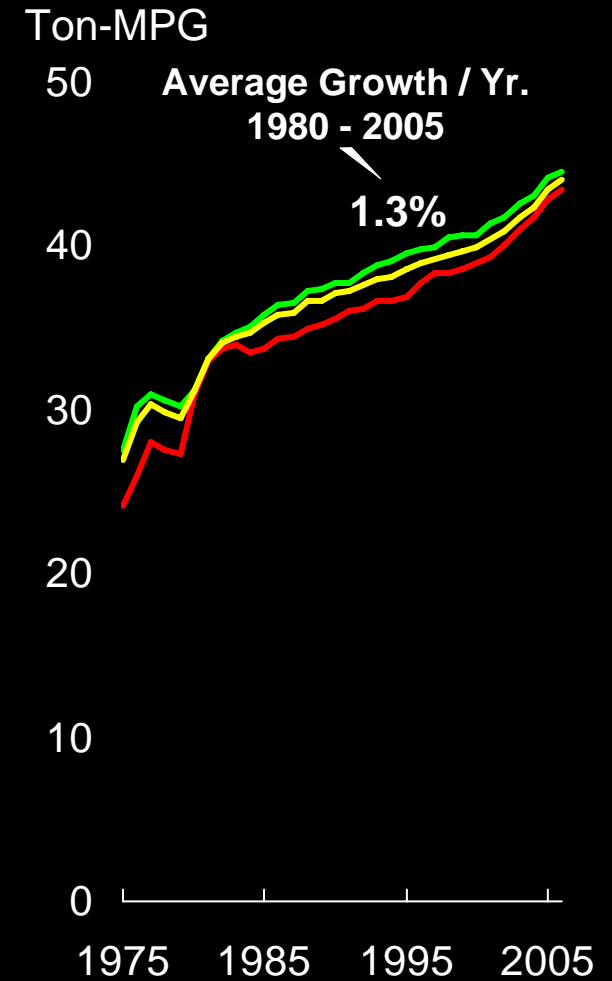
New Vehicles



Vehicle Weight



Efficiency

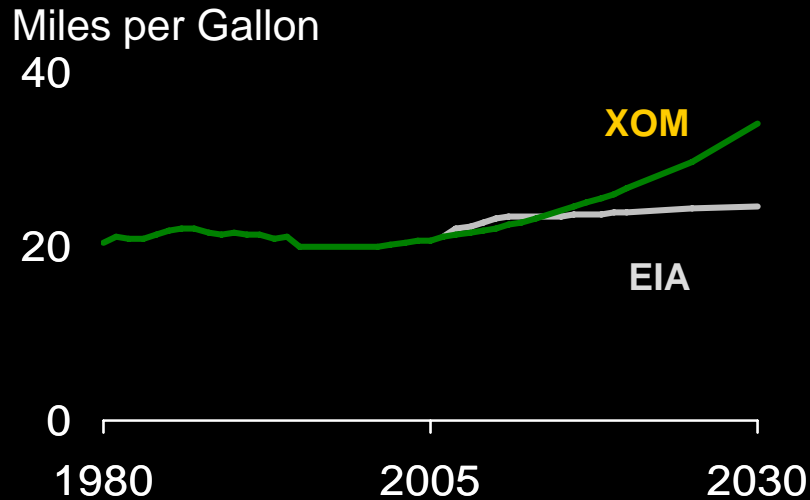


Source: U.S. EPA

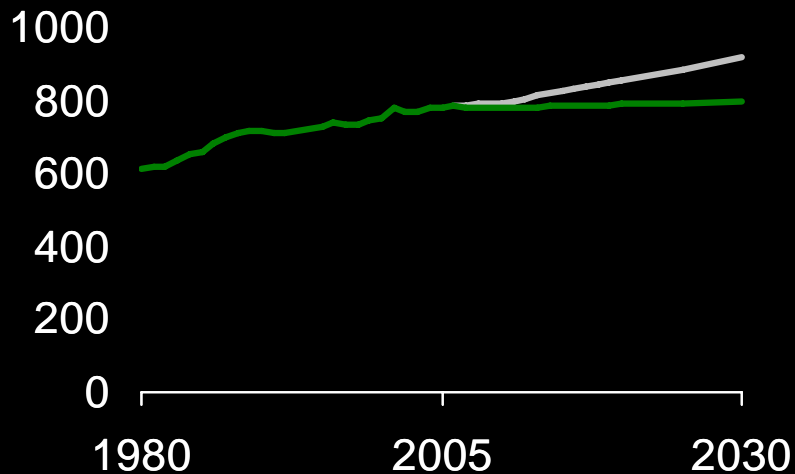
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U.S. Light Duty Vehicles – Comparison with EIA

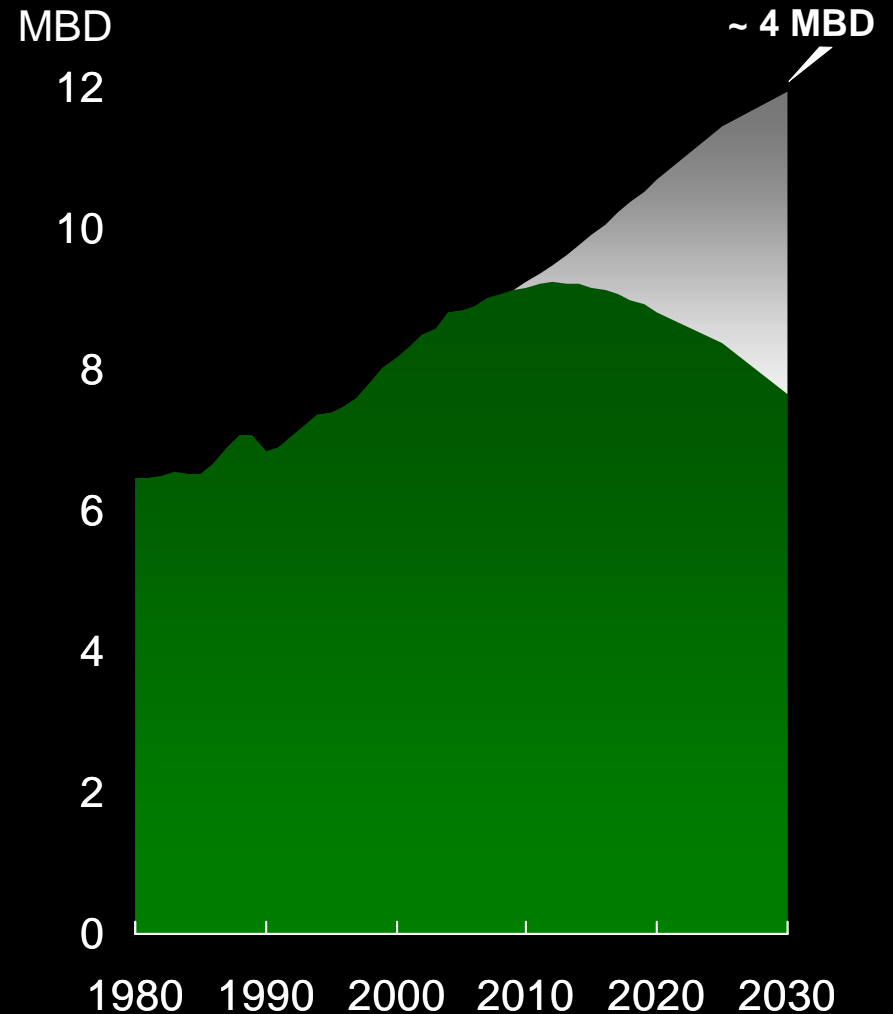
New Vehicle Fuel Economy



Vehicles/1000 people



Light Duty Fuels Demand



EIA Source: AEO2007

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Global Transportation Demand

OECD

MBDOE

35

30

25

20

15

10

5

0

1980

2005

2030

Average Growth / Yr.
2005 - 2030

0.6%

1.2%

1.7%

-0.5%

Other Transport

Heavy Duty Vehicles

Light Duty Vehicles

Non-OECD

MBDOE

35

30

25

20

15

10

5

0

1980

2005

2030

3.1%

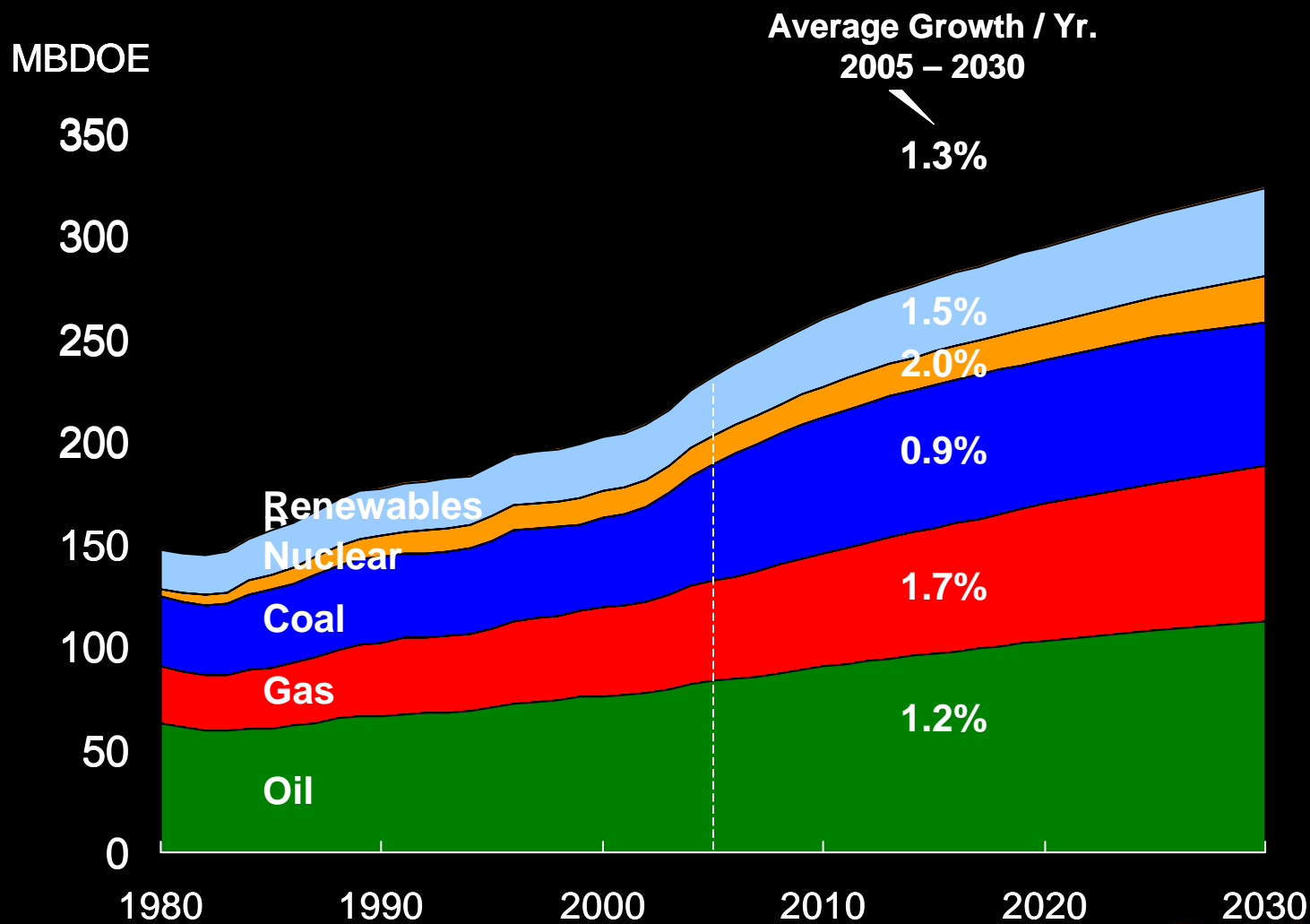
3.6%

2.8%

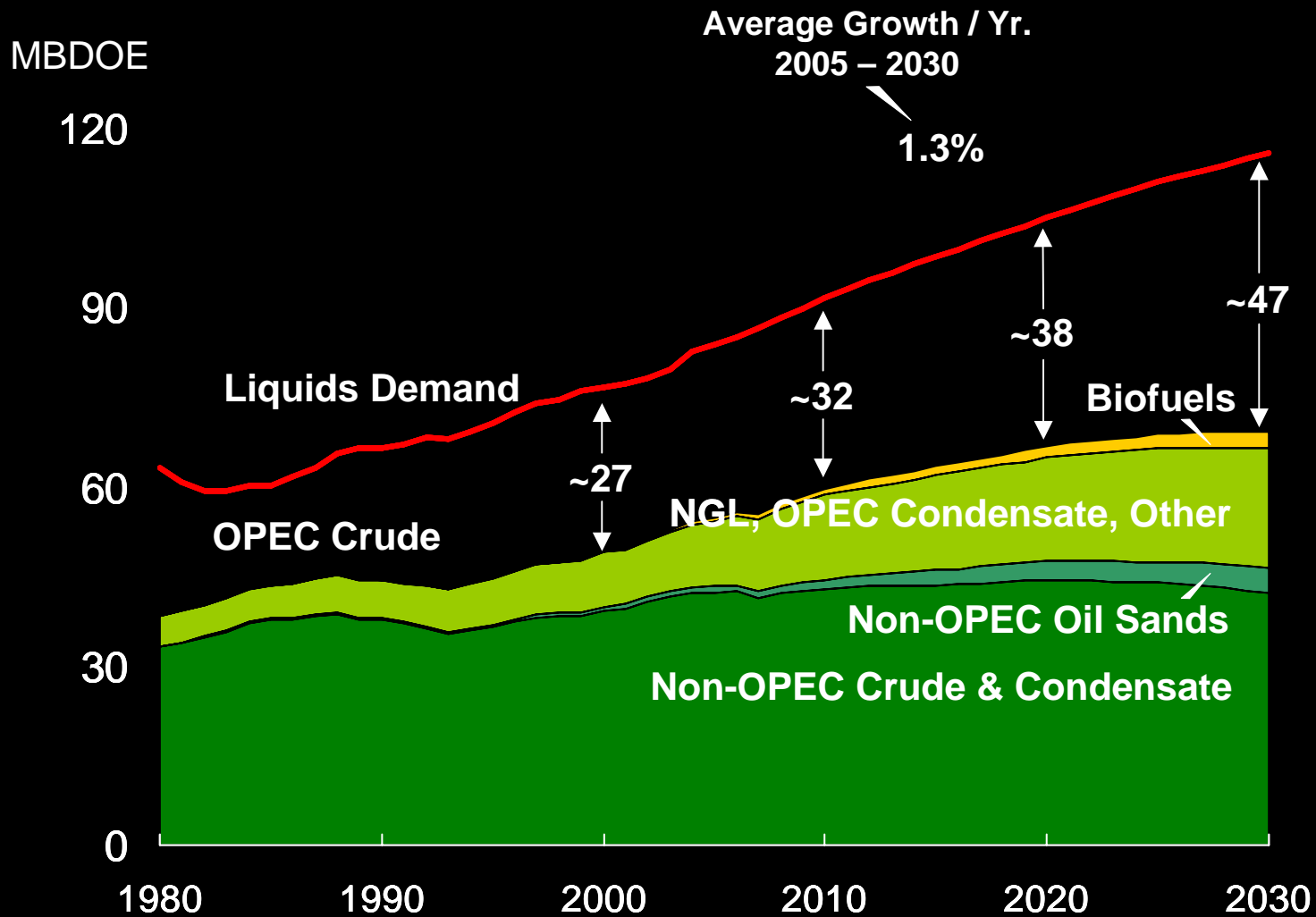
3.4%

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World Energy Demand & Supply

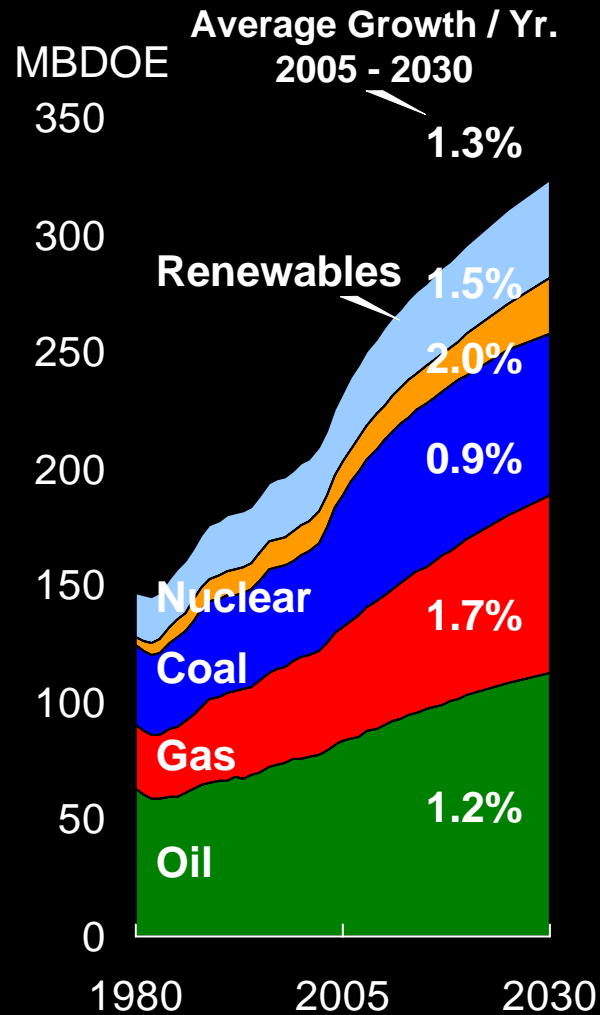


Liquids Supply & Demand

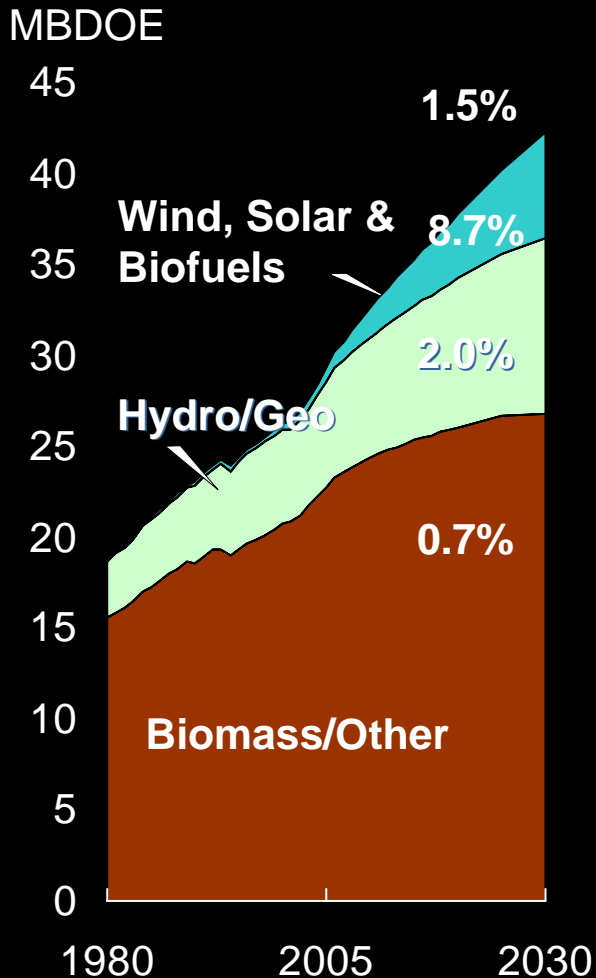


World Energy Demand – Primary Energy Supplies

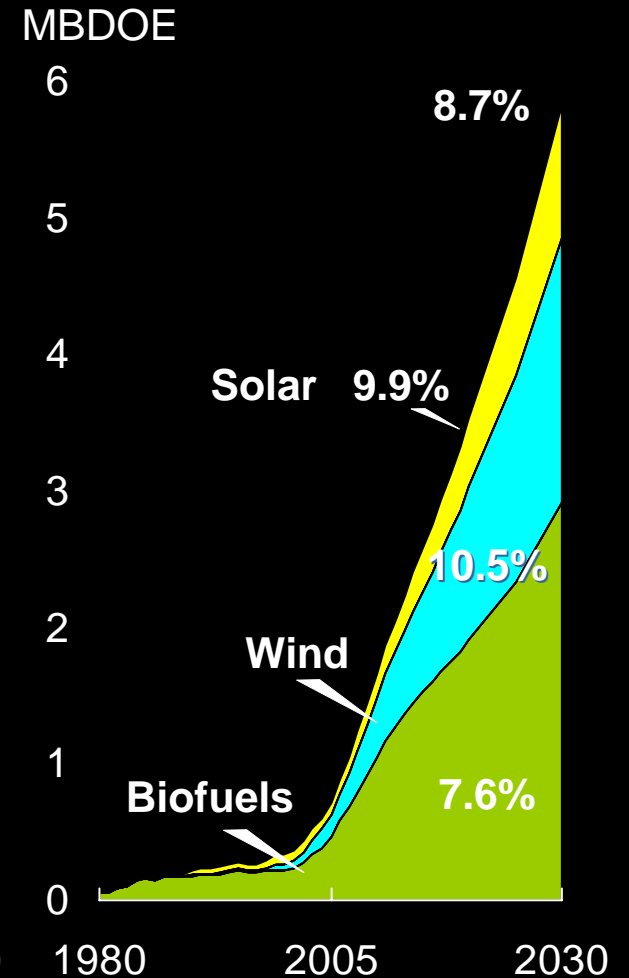
Primary Energy



Renewables



Wind, Solar & Biofuels

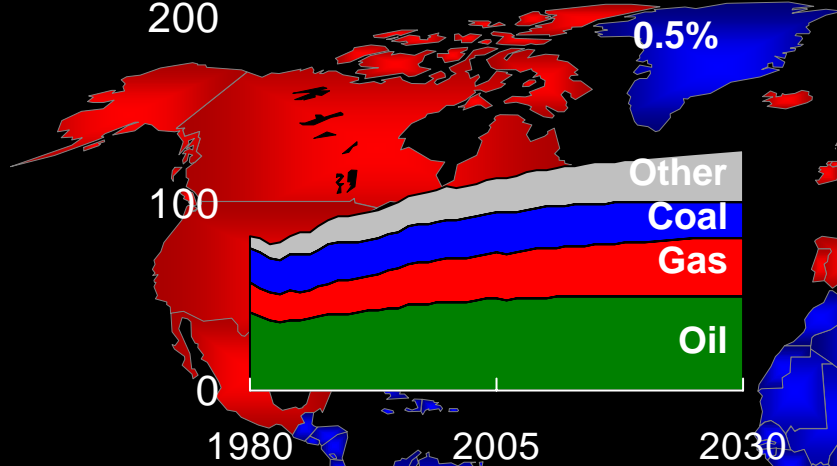


World Energy & CO₂ Emissions

OECD

MBDOE
200

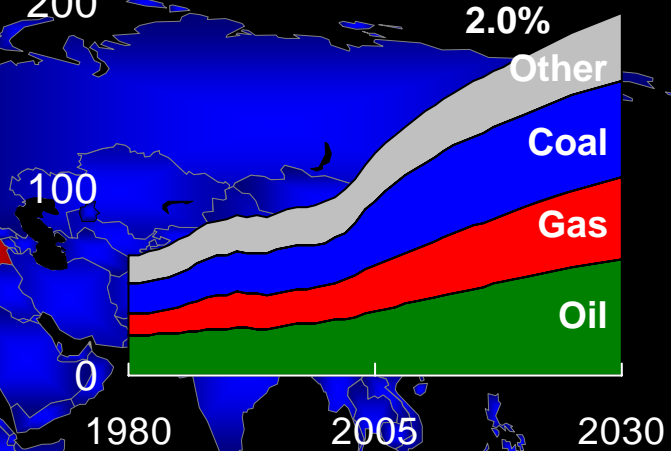
Average Growth / Yr.
2005 – 2030
0.5%



Non-OECD

MBDOE
200

2.0%



Billion Tonnes CO₂

30

20

10

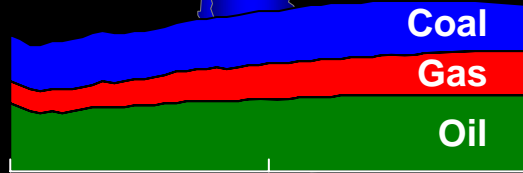
0

1980

2005

2030

0.1%



Energy Related
CO₂ Emissions

Billion Tonnes CO₂

30

20

10

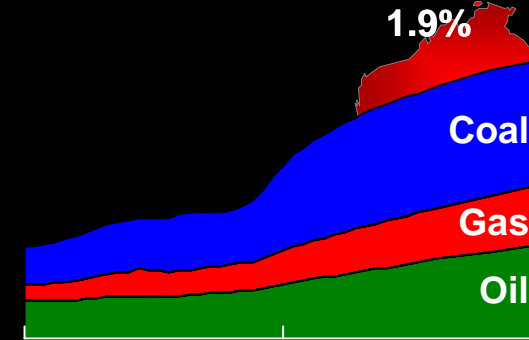
0

1980

2005

2030

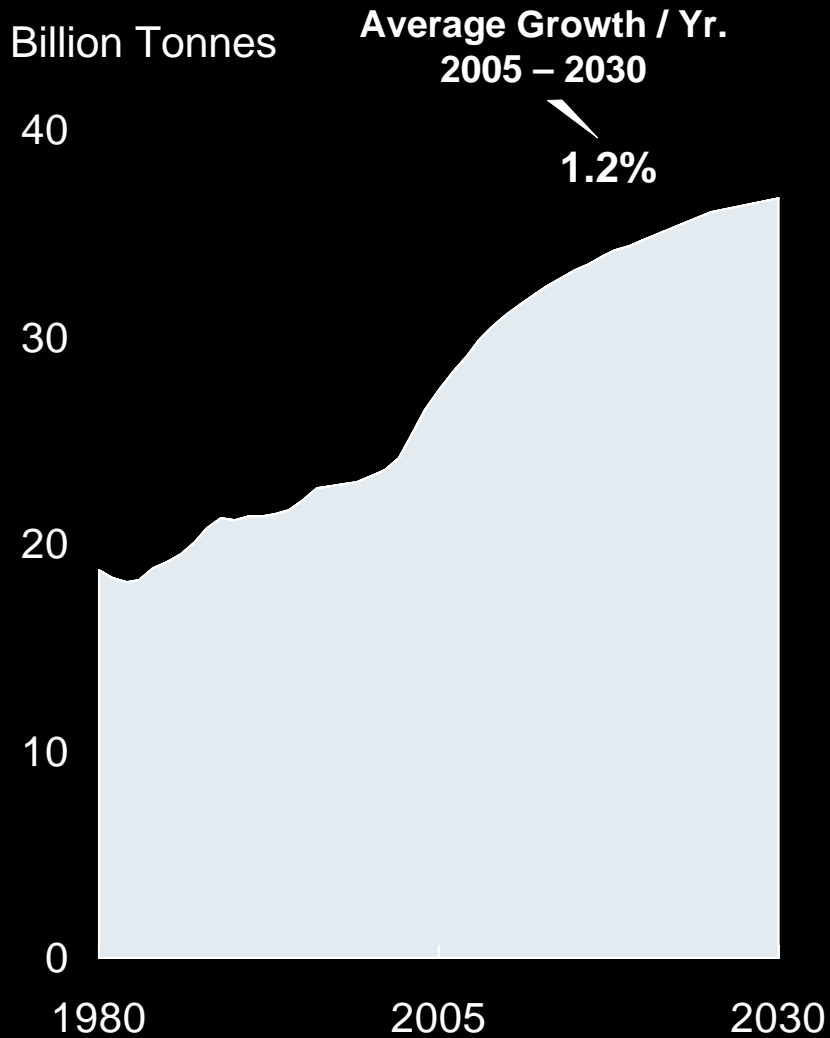
1.9%



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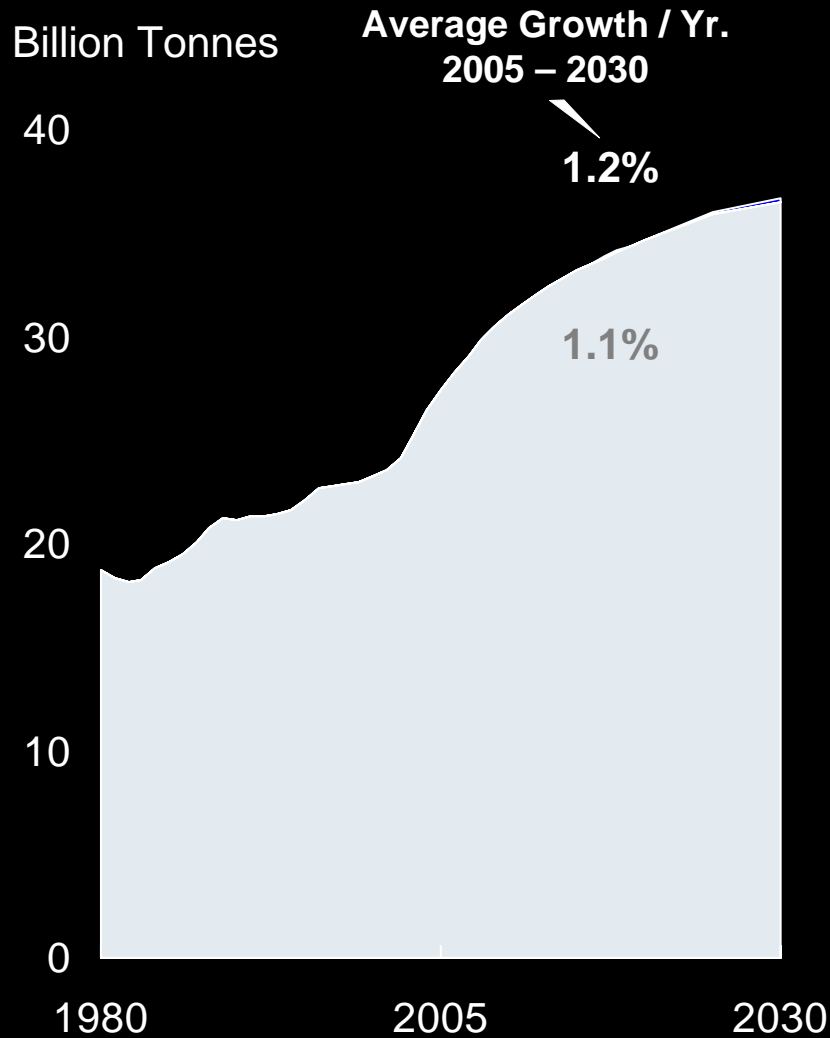
Global CO₂ Emissions

Energy Related CO₂ Emissions



Global CO₂ Emissions

Energy Related CO₂ Emissions

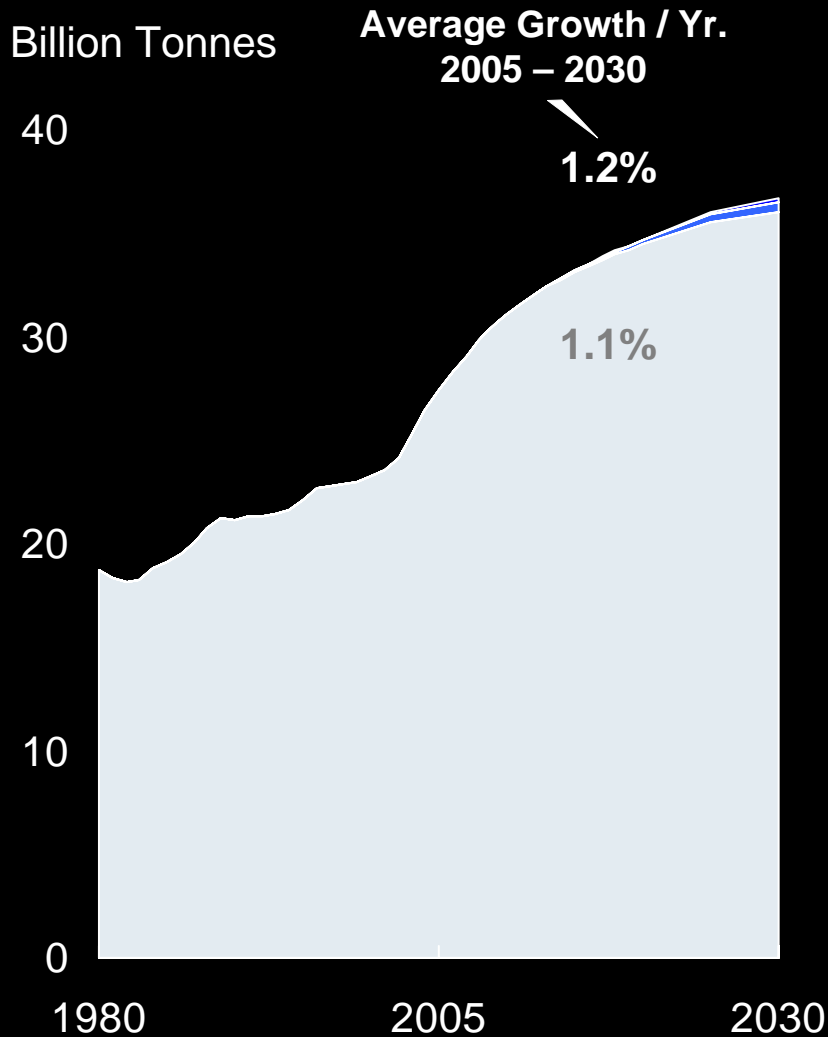


Sensitivities

- Double biofuels growth through cellulosic ethanol

Global CO₂ Emissions

Energy Related CO₂ Emissions

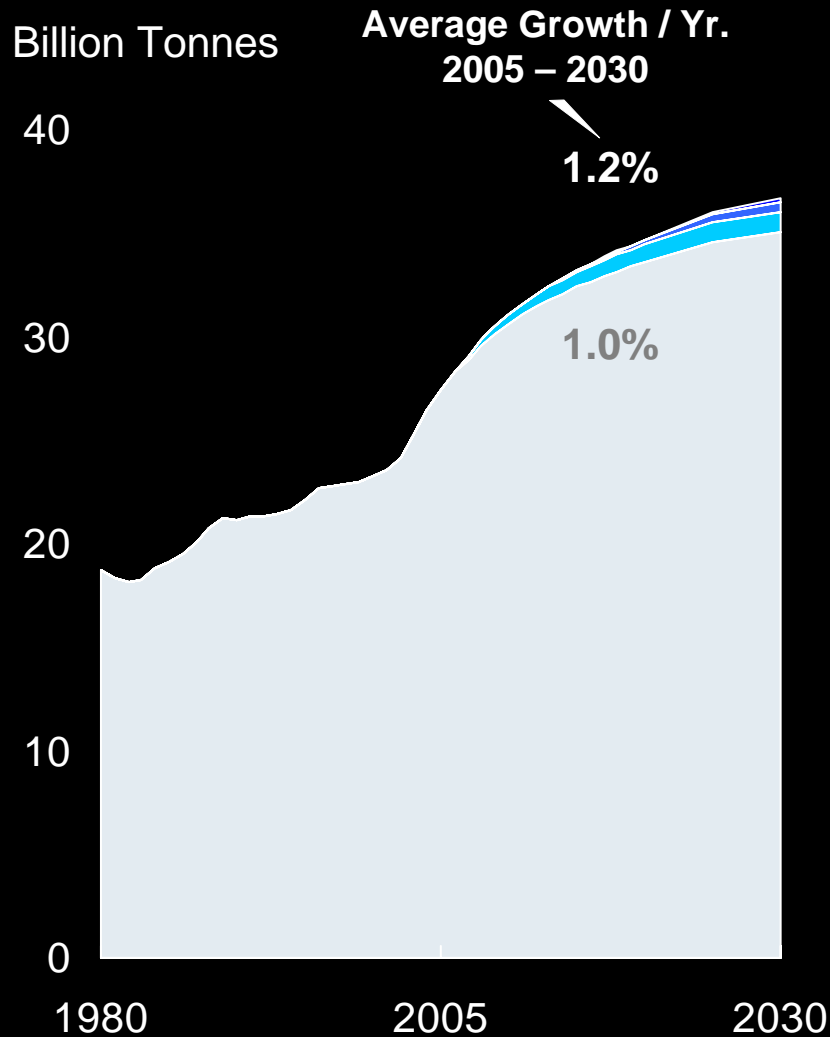


Sensitivities

- Double biofuels growth through cellulosic ethanol
- Double rate of improvement of new car efficiency

Global CO₂ Emissions

Energy Related CO₂ Emissions

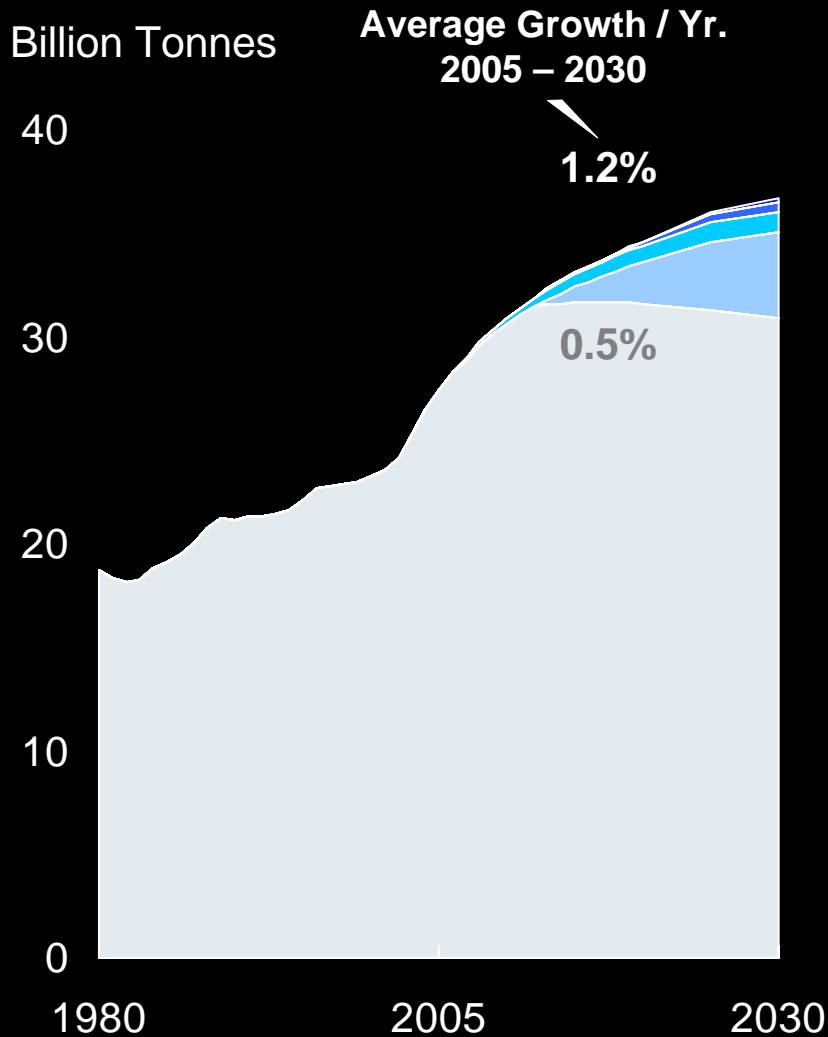


Sensitivities

- Double biofuels growth through cellulosic ethanol
- Double rate of improvement of new car efficiency
- Replace ½ of coal growth with nuclear / CCS

Global CO₂ Emissions

Energy Related CO₂ Emissions



Sensitivities

- Double biofuels growth through cellulosic ethanol
- Double rate of improvement of new car efficiency
- Replace 1/2 of coal growth with nuclear / CCS
- Retire coal plants at 40 years and replace with nuclear / CCS

Conclusions

- *Economic progress, especially in developing countries, will drive global energy demand higher despite substantial efficiency gains*
- *Oil, natural gas and coal are indispensable to meeting this energy demand, even with rapid growth in renewables*
- *Significantly impacting CO₂ emissions requires global participation, step changes in energy efficiency, technology gains and massive investment*

The Outlook for Energy

***For more information regarding ExxonMobil's Energy Outlook
please visit the link below:***

www.exxonmobil.com/energyoutlook



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