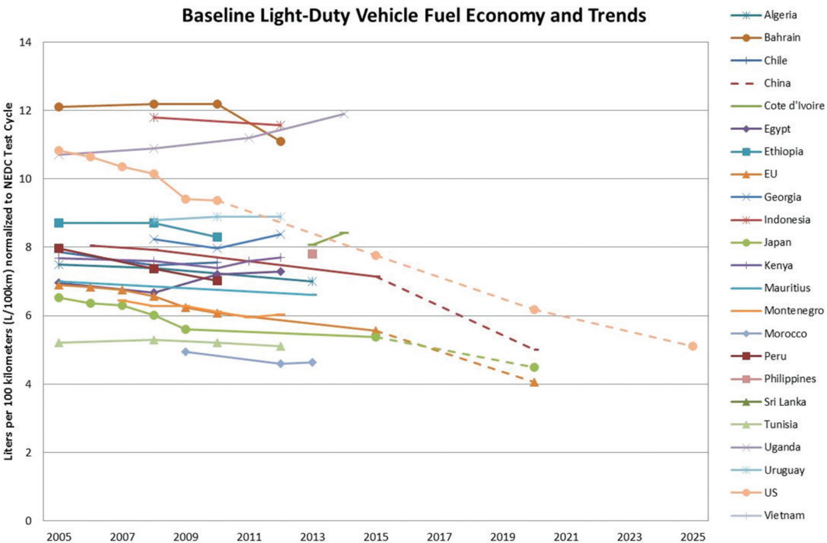
FIGURE 7 Baseline Light-Duty Vehicle Fuel Economy and Trends



The graph shows that countries like the US, the member states of the EU, Japan but also China, have put in place policies and see the efficiency of their fleets rapidly improving. These countries have also put in place targets (represented by dotted lines) that go beyond 2015. Many of the non-OECD countries see a flat line with little or no fuel economy improvement and no policies as well as long term targets in place. However, there are a few countries like Mauritius that show improvement after policies have been adopted. Many of the countries that have no policies in place show worsening average fuel economy. The graph also shows, that in some countries like Tunisia and Morocco, the average fuel consumption of vehicles is near the GFEI target of 4L/100km. This is mainly due to the fact that their vehicle fleet is mainly composed of second-hand vehicles coming from Europe, particularly France, which are already fuel efficient.

Philippines, Sri Lanka, Uganda, and Uruguay are part of the proposed countries in the EC project. Nepal has also undertaken auto fuel economy baseline study, but requires more information to sufficiently set the baseline.

Source: UNEP analysis for GFEI

KEY MESSAGE • NATIONAL AVERAGE FUEL ECONOMIES IN DEVELOPING MARKETS SHOW LARGE DIFFERENCES AMONG THE COUNTRIES. UNLIKE MOST BIG, DEVELOPED MARKETS, FUEL ECONOMY OF NEWLY REGISTERED LIGHT DUTY VEHICLES IS STAGNATING OR EVEN WORSENING OVER THE MONITORED LAST EIGHT YEARS.