



The Global Fuel Economy Initiative



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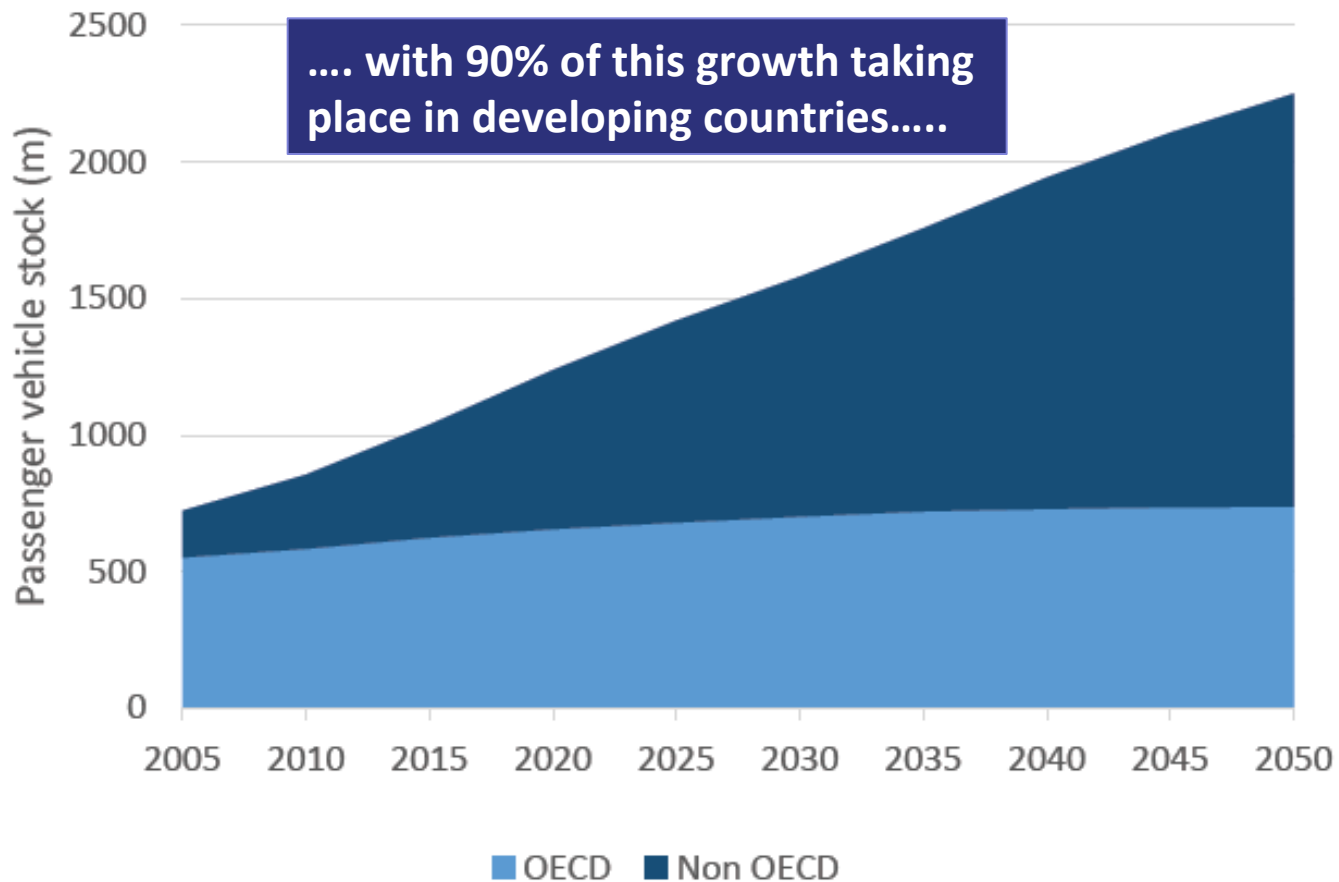
- ❑ GFEI
- ❑ Auto fuel economy -
global view
- ❑ Focus on Ukraine
(baseline data)



The global LDV fleet



FIGURE 1 Global passenger light duty vehicle stock ... is set to double, if not triple....



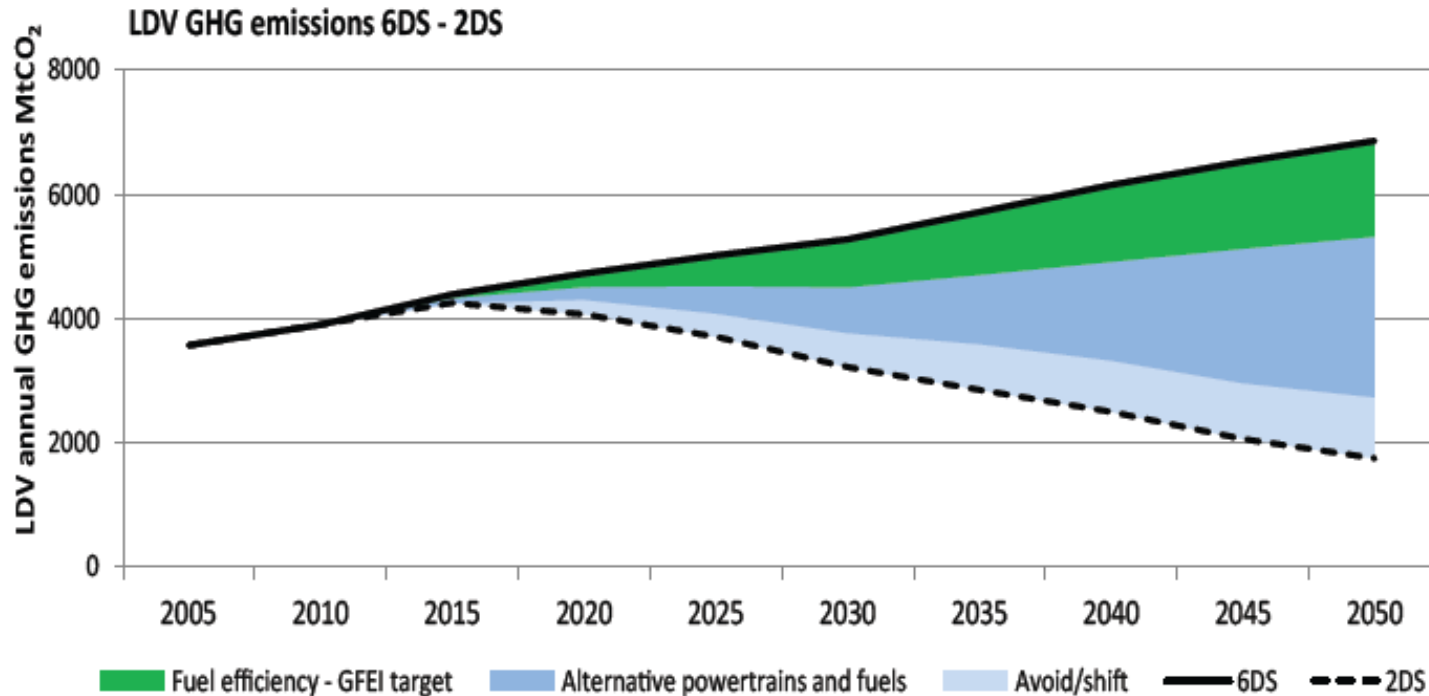
Source: IEA ETP 2015 (IEA 2015)

BAU vs. Stabilization:

fuel consumption, **CO₂ from cars to double 2000-2050** (IEA)



FIGURE 2 LDV emission reductions due to fuel economy policies



This analysis includes a 20% reduction in new car fuel consumption (Lge/100km) in the 6DS; an additional 30% reduction is reflected in the 2DS scenario, reaching the GFEI target.

Source: Analysis for GFEI based on IEA ETP 2014 (IEA 2014)

KEY MESSAGE • ACHIEVING THE GFEI TARGET OF REDUCING FUEL CONSUMPTION (LGE/100KM) OF THE ENTIRE LDV STOCK BY 50% BY 2050 CAN CONTRIBUTE TO ABOUT A THIRD OF THE EMISSION REDUCTIONS NECESSARY TO SWITCH INDIVIDUAL MOTORIZED TRANSPORT FROM A 6 DEGREE (6DS) TO 2 DEGREE (2DS) EMISSION TRAJECTORY.



THE GFEI FUEL ECONOMY TARGETS

From 2005 baseline:



reduction in L/100km by 2020 in all new cars in OECD countries



by 2030 in all new cars globally



by 2050 in all cars globally

6 core partners: FIA Foundation, UNEP, IEA, ITF, ICCT and UC Davis, financial support from GEF, EU, FIA Foundation

GFEI recognized as leading initiative in energy and climate reports and discussions



DOUBLE AVERAGE FUEL ECONOMY OF NEW CARS BY 2030 AND ALL CARS BY 2050



BENEFITS OF IMPROVED FUEL ECONOMY AND REDUCING EMISSIONS



GFEI target	average fuel economy (Lge/100km)	8.0		4.0
	required annual improvement rate (% per year)	-2.7%		
		2012 base year	→	-3.0%

	2020	2030	2050
New Cars	30% reduction in L/100km in OECD: engines, drive trains, weights, aerodynamics; PHEV, EV, FC not required	50% average improvement globally: full hybridisation of most models ; PHEV, EV and FC not required	50% +
All Cars - Global	20% reductions with lag time for stock turnover ; eco-driving, maintenance	35%	<u>50by50</u>

IN-COUNTRY
POLICY
SUPPORT

globalfueleconomy.org

RESEARCH

GLOBAL
CAMPAIGNS



Chile



Eficiencia Energética

Marca:

Modelo:

Combustible: Gasolina

Norma de Emisión: EURO III

Emisiones de CO₂: 164 g/km



RENDIMIENTO
DE COMBUSTIBLE

Mixto **14,5** km/l

Carretera **18,3** km/l

Ciudad
12,1 km/l

- First *mandatory labeling system* for LDV's in Latin America, March 2012 www.compraunautolimpio.cl
- **Feebate proposal** based on a bonus/malus system, including CO₂ and local pollutants became **First Tax for emission and fuel consumption in Chilean vehicle market**

Ukraine is 1/30+ countries working on auto fuel economy policy within the GFEI



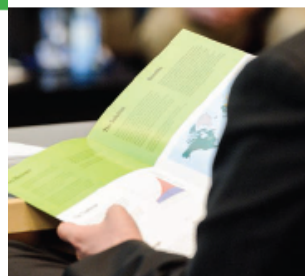


International comparison of light-duty vehicle fuel economy: Evolution over 8 years from 2005 to 2013



Fuel Economy State of the World 2016

Time for global action



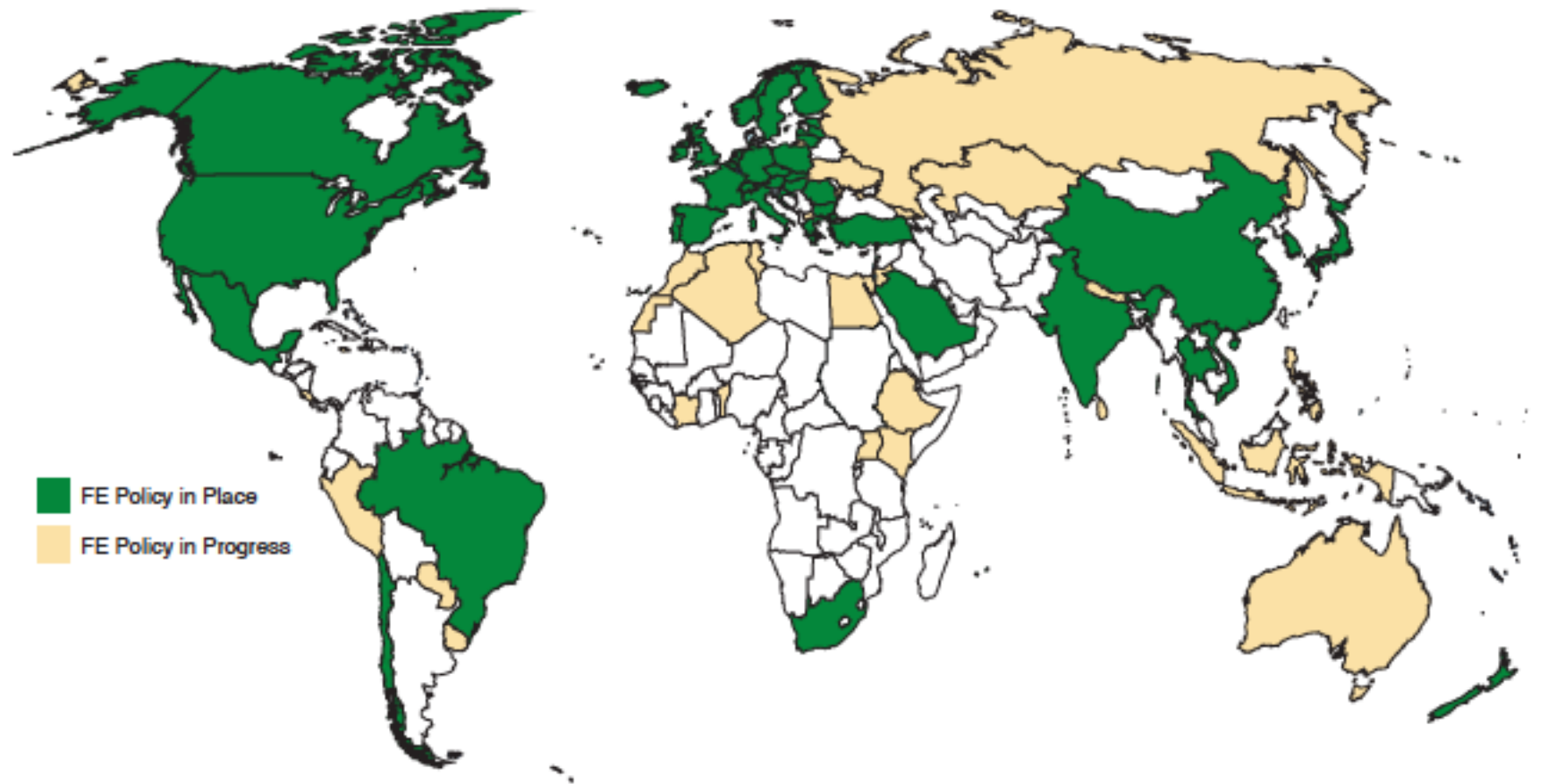
Working Paper 11



Fuel Economy Policy Globally



Global Progress on Fuel Economy Policy (2016)



April 2016 - For more information visit www.globalfuelconomy.org

Global Fuel Economy Initiative (GFEI)

Source: GFEI April 2016



Fuel Economy: <http://www.unep.org/transport/gfei/autotool/>



CLEANER, MORE EFFICIENT VEHICLES

- ABOUT GFEI
- USER'S GUIDE
- COUNTRY INFO
- QUESTIONNAIRE
- CONTACTS

The screenshot shows the website's navigation interface. On the left, there are five vertical colored bars representing menu categories: Introduction (light blue), Instruments (yellow), Case Studies (blue), Resources (red), and Global View (green). The 'Global View' menu is expanded, showing a list of regions: Global View, Europe, North America, Latin America, Africa, MEWA, and Asia Pacific. Below this, the 'INSTRUMENTS' menu is also expanded, listing: Fuel Economy Standards, Import restrictions, Tech mandate, Fuel Taxes, Fee-bate, Buy-back, Penalties, Other tax instruments, and Registration fees. The main content area features a world map titled 'GLOBAL VIEW' with several countries highlighted in green. A 'NAVIGATOR' box is overlaid on the map, containing directional arrows for navigation.



The information contained on this website is intended as practical guidance coupled with examples of auto fuel economy policies and approaches in use around the world. It is not a complete collection of



Download Flash Player

Reporting obligation for: Monitoring and reporting of average CO₂ emissions (passenger cars)



Regulation (EC) No 443/2009 requires Member States to record information for each new passenger car registered in its territory. Every year, each Member State shall submit to the Commission all the information related to their new registrations: **manufacturer name, type approval number, type, variant, version, make and commercial name, specific emissions of CO₂, mass of the vehicle, wheel base, track width, engine capacity, fuel type and fuel mode.**

EU 2009 regulation for LDV, corporate avg.:

- 2015: 130 g CO₂/km (5.6 l/100km)
- 2020: 95 g CO₂/km (4.1 l/100 km of petrol or 3.6 l/100 km of diesel)

Global Fuel Economy Initiative (GFEI) in Ukraine



November 2015 – signing of the Agreement between UNEP and ISA to start implementation of the Global Fuel Economy Initiative (GFEI) in Ukraine.



Mission of the project in Ukraine – Promote Improved Auto Fuel Economy in Ukraine to reduce black carbon emissions from the transport sector and promote better air quality

Initial objective – Collect and analyze national auto fleet data on fuel economy using GFEI methodology and a reliable sources to create an enabling environment in Ukraine for the development and implementation of a more sustainable national fuel economy policy.

29 January 2016 – Initiation meeting of the GFEI National Working Group in Ukraine

8-9 June 2016 – Ukrainian delegation participates in the GFEI Global training in Paris

6 July 2016 – Meeting № 2 of the NWG

Key NWG members:

- Ministry of ecology and natural resources of Ukraine,
- Ministry of Infrastructure of Ukraine, State enterprise “The State Road Transport Research Institute”,
- Ministry of energy and coal industry of Ukraine,
- State Agency on Energy Efficiency and Energy Saving of Ukraine,
- Ministry of internal affairs of Ukraine, Main Service Center
- Stakeholders from public and private sector.

Global Fuel Economy Initiative (GFEI) in Ukraine



National baseline development (2005, 2008, 2010, 2012, 2014).

Source of information – Main Service Center of the Ministry of Internal Affairs of Ukraine
AIS “National database “Automobile”

May 2016 – first database information received (year 2014, part of 2012) to start the national baseline development

July 2016 – completion of the 2014 (~87000 vehicles processed)

November-December 2016 – expecting additional database information from MSC. Delays due to technical reformation of the original database.

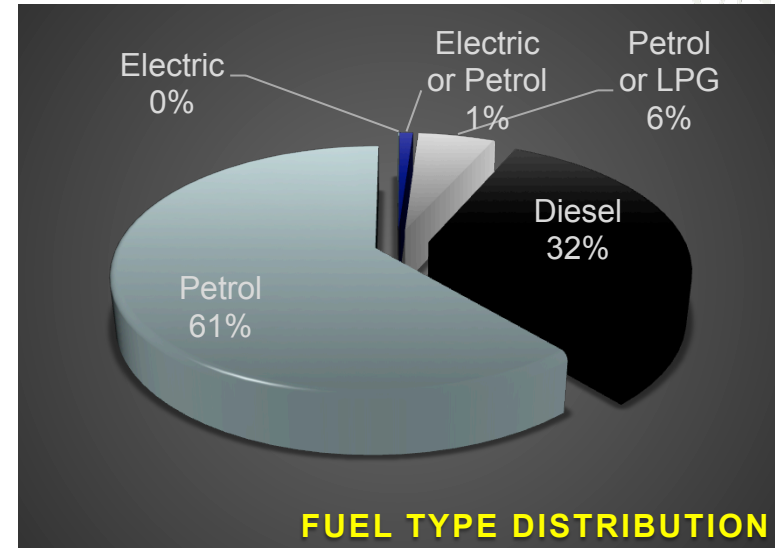
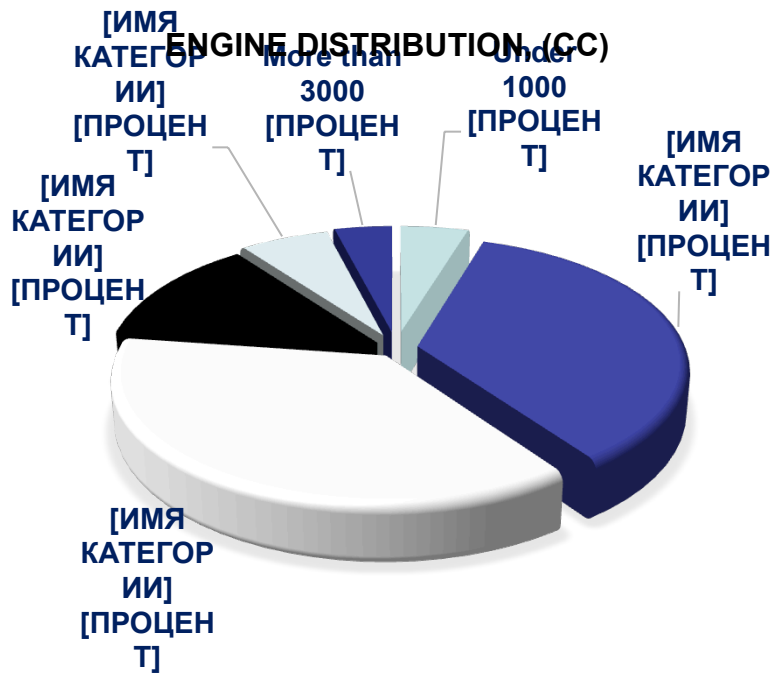
Global Fuel Economy Initiative (GFEI) in Ukraine



First results at a glance (2014 only)

Average fuel consumption -- **6,73 L/ 100 km**

Average CO2 emissions – **164 g/100 km**



MAKE YEAR DISTRIBUTION



Thank you

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		2005	2008	2011	2013	2030
OECD average	average fuel economy (Lge/100km)	8.6	7.9	7.3	6.9	
	annual improvement rate (% per year)	-2.7%		-2.6%		-2.6%
-2.6%						
Non-OECD average	average fuel economy (Lge/100km)	7.3	7.4	7.3	7.2	
	annual improvement rate (% per year)	0.5%		-0.4%		-0.9%
-0.2%						
Global average	average fuel economy (Lge/100km)	8.3	7.7	7.3	7.1	
	annual improvement rate (% per year)	-2.3%		-1.9%		-1.8%
-2.0%						
GFEI target	average fuel economy (Lge/100km)	8.3				4.2
	required annual improvement rate (% per year)	2005 base year	-2.7%			
2014 base year		-3.1%				



100
FOR 50BY50
SAFE CLIMATE AND
CLEAN AIR AT COP21

GLOBAL CAMPAIGNS

GFEI is now recognised as the leading global initiative on fuel economy globally:

- SDG's
- COP20 and COP21
- Accelerator Platform in SE4ALL
- G20 Energy Ministers Statement 2015
- GFEI at COP21
- ‘100 FOR 50 BY 50’



Goal 7 of the Global Goals aims to ensure access to affordable, reliable, sustainable and modern energy for all. As part of this, target 7.3 aims to double the global rate of improvement in energy efficiency. This includes vehicle fuel economy.



Goal 13 aims to take urgent action to combat climate change and its impacts. The transport sector is responsible for nearly a quarter of CO₂ emissions, and improved fuel economy can help reduce this.