Mitigating climate change through sustainable urban mobility

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WORKING TOGETHER FOR CHILDREN

Research & Global Advocacy

Supporting national legislation & action plans
• Advocacy on the importance of NMT
• Policy support to prioritize NMT
• Tools, guidance and resources
Investments in NMT Infrastructure

- Increases and improves affordable access to vital services and other transport modes through integrated networks.

Environment

- Reduces/prevents congestion and emissions of air pollutants and GHGs through increased modal share of NMT.

Safety

- Improves safety for all users by protecting vulnerable users through protected facilities.

Accessibility
SAFE AND SOUND

INTERNATIONAL RESEARCH ON WOMEN’S PERSONAL SAFETY ON PUBLIC TRANSPORT

#SHEMovesSAFE
Launched in 2009, with target of doubling fuel economy (‘50by50’)

Six core partners: FIA Foundation, UNEP, IEA, ITF, ICCT and UC Davis.

Financial support from FIA Foundation, GEF and European Commission

THE GFEI FUEL ECONOMY TARGETS
From 2005 baseline:

- **30%** reduction in L/100km by 2020 in all new cars in OECD countries
- **50%** by 2030 in all new cars globally
- **50%** by 2050 in all cars globally

At COP21 launched ‘100for50by50’ – have since expanded countries from 27 to 67
WHAT CAN FUEL ECONOMY DELIVER?

Financial Savings

$2 trillion savings
A total of $2 trillion could be made in fuel savings by 2025, $500 billion of which would fund the costs of initiating a transition to electric vehicles.

Lower carbon emissions

300 fewer power stations
The 33Gt of CO₂ that could be saved between 2015 and 2050 is roughly the equivalent of closing 300 coal power stations over the same time period.

Reduced dependence on oil

Air quality benefits

From associated improved vehicle emissions standards
WHAT DOES GFEI DO?

RAISING GLOBAL AWARENESS

IN-COUNTRY POLICY SUPPORT

RESEARCH AND EVIDENCE

SUSTAINABLE DEVELOPMENT GOALS

G20 2016 CHINA

CLIMATE ACTION

AFFORDABLE AND CLEAN ENERGY

G20 GLOBAL FUEL ECONOMY INITIATIVE

www.globalfueneconomics.org
GFEI’s '100 for 50by50'

- $7million funding
- New research
- 40 new countries
Action since COP21
2017 – A focus on Africa

KENYA
As a result of GFEI’s support, Kenya is now adapting its vehicle tax policies to incentivise importers of newer, more efficient, vehicles.
GFEI hosted a stakeholder workshop in Nairobi on the 12th May 2016 to discuss new proposals for a vehicle taxation scheme to promote the importation of cleaner, more fuel efficient vehicles in Kenya. The event shared the findings of a report developed by the Kenya Energy Regulatory Commission in collaboration with the University of Nairobi, and supported by GFEI through UNEP with DFID funding.
The report reviewed vehicle fuel economy trends and identified policy proposals to improve vehicle fuel economy in Kenya. The report proposed two policy instruments: a ‘feebate’ tax system and a vehicle labelling scheme. A feebate tax structure proposes a fee or levy on inefficient vehicles and a rebate or refund on efficient vehicles while a vehicle labelling scheme provides information on vehicle fuel economy to consumers. The report also illustrates what a Kenyan vehicle label could look like.

SOUTH AFRICA
Fuel economy baseline and policy development
GFEI has supported South Africa to develop a fuel economy baseline, including data analysis and stakeholder workshops. The baseline analysis is the first step towards new vehicle CO₂, CO emissions standards development and as it sets the initial input to model the potential benefits of adopting new vehicle FE, CO₂ standards.
As part of the baseline analysis project a workshop was held in Pretoria (Aug 25th) on fuel economy standards. The workshop was attended by a local and state government officials from the departments of Transport, Energy, and Environmental Affairs, City of Tshwane, Johannesburg Metrobus, as well as technical experts from the South African National Energy Development Institute, and NGO’s, all involved in transport and climate issues.
The purpose of the workshop was to present preliminary results of the baseline study, to have a chance to describe how FE and CO₂ standards work, and to listen to stakeholders’ questions and comments on the idea of potentially adopting standards. The final analysis report will be finalized by the end of November 2016.

BOTSWANA
Botswana is developing a new fuel economy baseline to improve policy
On 22-23rd March 2016, the Department of Energy hosted a national workshop to discuss opportunities for improving fuel economy. Around 35 participants attended the workshop, including representatives from the energy, environment and transport sectors. Both the Botswanan Deputy Permanent Secretaries for Energy and Environment participated in the workshop. It was proposed that a Botswanan vehicle inventory be undertaken and Botswana has subsequently signed an agreement with GFEI to work on fuel economy baseline analysis and policy development.

COTE D’IVOIRE
Focus on improving fuel efficiency of vehicle imports
GFEI has been working with Cote D’Ivoire since 2012. In 2015, IICCT supported the development of a vehicle fleet baseline and analysis. This showed a relatively high average fuel economy. As a result, Ivory Coast allocated GFEI STAR funds to support work, including vehicle import analysis to calculate the average fuel economy for new vehicles up to 2015. The analysis is currently ongoing, and a data entry tool that will help capture fuel economy data at the point of vehicle import registration is being developed. The next steps will be to develop fuel economy policies that will support imports of cleaner, more efficient vehicles.

ECOWAS
GFEI, through UNEP, is working with the Economic Community of West African States (ECOWAS) to develop the fuel economy policy in the ECOWAS region. GFEI has worked with Nigeria since 2013 and finalised a baseline analysis of the vehicle fleet in 2015 which shows that the average age of vehicles is very high and they are not very efficient. GFEI is supporting the government to take forward a range of improvements, which are included in the INDC. These include a fuel economy policy and new vehicle standards, age limits, inspection and maintenance systems and a vehicle labelling scheme.

ECOWAS Commission has been active in promoting cleaner, lower sulphur fuels in the region, as well as promoting a regional outlook to vehicle importation. The ECOWAS Commission recommended implementation of vehicle fuel economy work as the next step for the sub-region at regional workshops held in May 2015 in Abidjan and in June 2016 in Abuja. The support to the ECOWAS to develop a regional vehicle fuel economy roadmap will build on past and on-going support to some of the ECOWAS countries on the GFEI. Some of the countries that the GFEI has been invited to or is planning to support are Cote d’Ivoire, Benin, Liberia, Togo, Mali, Ghana and Nigeria.
THANK YOU

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