The Global Fuel Economy Initiative (GFEI)

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Executive Sec. GFEI

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The Global Fleet...

... is set to triple....

.... with 90% of this growth taking place in developing countries...
Climate Change

Transport sector’s contribution increasing more rapidly than any other sector....

CO2 emissions set to double...

Short lived climate pollutants – black carbon – now second most important climate pollutant

CO2 emissions from the global light duty vehicle fleet – GFEI 2009

- BAU
- Stabilization
• Potential for transport to reduce 4 GT/yr in 2030 and 8 GT/yr in 2050 (IEA MOMO model 2015)

• Comprehensive approach needed:
  • **Avoid** transport, for example through better city planning
  • **Shift** to efficient transport modes, like public transport
  • **Improve** through cleaner vehicles

• Biggest potential with **improving vehicle efficiency** – the yellow wedge
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.

Air quality benefits

From associated improved vehicle emissions standards
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

Achim Steiner ‘a model alliance that should inspire other sectors’

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

GFEI recognized as leading vehicle efficiency initiative
WHAT DOES GFEI DO?

RAISING GLOBAL AWARENESS

IN-COUNTRY POLICY SUPPORT

RESEARCH AND EVIDENCE
GFEI’s '100 for 50by50'• $7 million funding
• New research
• 40 new countries
GFEI is working with:

### 26 countries in Africa:

### 10 in Asia Pacific
Indonesia, Thailand *, Vietnam *, Bangladesh, Malaysia, Myanmar, Nepal, Philippines, Samoa, Sri Lanka

### 7 in West Asia
Bahrain, Iran, Jordan, Kazakhstan, Turkey, UAE, Uzbekistan

### 6 in Eastern Europe
Georgia, Macedonia, Moldova, Montenegro, Russia, Ukraine

### 18 in Latin America
Argentina, Belize, Bolivia, Chile *, Colombia, Costa Rica, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Nicaragua, Panama, Paraguay, Peru, St Lucia, Uruguay
Out of 159 NDCs:
67% of NDCs (112 NDCs) have highlighted specific transport mitigation measure and 45% of NDCs (71 NDCs) have proposed measures to improve fuel economy of vehicles.

Typology of Fuel Economy Improvement Measures in NDCs

- Not clearly defined/others: 30%
- Import restrictions: 7%
- Taxation & subsidizing energy efficient vehicle: 12%
- Removing fuel subsidy: 6%
- Eco-driving: 1%
- Hybrid/Electric emission standard: 8%
- Old vehicle scrapping: 5%
- Initiating standards: 12%
“The cars of the future will have to be more efficient. It is vital to have policy approaches that communicate to industry that governments are serious about fuel economy.”

Cornie Huizenga-Secretary General, SLoCat Partnership on Sustainable Low Carbon Transport

GFEI is one of SLOCAT's 'quick-win' initiatives to address the climate impact of vehicles
Global Fuel Economy
An update for COP22
2017 – A focus on Africa

1. **KENYA**
   - As a result of GFEI's support, Kenya is now adapting its vehicle tax policies to incentivise imports 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.

2. **BOTSWANA**
   - Botswana is developing a new fuel economy baseline to inform 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 a range of stakeholders from the energy, environment and transport sectors. Both the Botswana 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.

3. **COTE D'IVOIRE**
   - Focus on improving fuel efficiency of vehicle imports.
   - GFEI has been working with Côte d'Ivoire since 2012. In 2015, ICCT 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 subsequent years, 2013-2015 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.

4. **ECOWAS**
   - GFEI, through UNEP, is working with the Economic Community of West African States (ECOWAS) to support the development of a West African region clean and efficient vehicles roadmap that will contribute to reduced vehicle CO2 emissions worldwide in line with the GFEI target of doubling vehicle fuel efficiency by 2050. The ECOWAS Commission brings together 15 West African countries – Benin, Burkina Faso, Cape Verde, Cote d’Ivoire, The Gambia, Ghana, Guinea, Guinea Biisau, Liberia, Mali, Niger, Nigeria, Sierra Leone, Senegal and Togo. Already several West African countries are developing GFEI baseline data, and policy proposals.

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6. **NORTH AFRICA**
   - GFEI has supported the development of fuel economy guidelines in Morocco, Tunisia and Egypt, which were published in 2015, alongside proposals for fuel economy improvements.

7. **SOUTH AFRICA**
   - Fuel economy baseline and policy development.
   - GFEI has been working to develop a fuel economy baseline, including data analysis and stakeholder workshops. The baseline analysis is the first step towards new vehicle FE/CO2 emissions standards development as it sets the initial input to model the potential benefits of adopting new vehicle FE/CO2 standards.

8. **ALGERIA**
   - GFEI has been working with the Algerian government since 2014, and held a workshop in June 2015, which proposed introducing vehicle labelling and a review of vehicle taxation system.

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10. **EGYPT**
    - Successful fuel efficiency scheme.
    - GFEI has been working with Mauritius since 2010. Since then, Mauritius has introduced a series of measures to improve fuel economy, including a rebate scheme which incentivised vehicles with lower emissions. These incentives resulted in an immediate shift to cleaner and more efficient cars. Fuel economy improved from an average of 7.1 litres/100km in 2005 to 6.6 litres/100km in 2013 and 5.8 litres/100km in 2014. GFEI is currently working with Mauritius to monitor the ongoing impact, propose additional policy measures for light and heavy duty vehicles and replicate the scheme in the region. This year the government replaced the fuel tax system with a new tax structure to further encourage importation of electric and more efficient vehicles. Lessons learned from Mauritius are used in almost all other GFEI country projects.

11. **ETHIOPIA**
    - GFEI developed fuel economy policy proposals with the Ethiopian Transport Authority and the Addis Ababa Institute of Technology in 2010. The vehicle fleet has doubled since then, and the country is considering policy options.
1. GFEI is delivering ambitious action on sustainable mobility

2. GFEI has added 40 new countries since COP21

3. GFEI is launching an action update with a focus on Africa
4. GFEI is planning a major African event in 2017

5. GFEI is contributing to debates on HDVs and EVs

6. GFEI is a Transport ‘Quick Win’
THANK-YOU

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