The Global Fuel Economy Initiative

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Kiev, Ukraine
28 October 2016
- GFEI
- Auto fuel economy - global view
- Focus on Ukraine (baseline data)
The global LDV fleet

... is set to double, if not triple....

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

Source: IEA ETP 2015 (IEA 2015)
BAU vs. Stabilization:

Fuel consumption, \( \text{CO}_2 \) 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 MOTORISED TRANSPORT FROM A 6 DEGREE (6DS) TO 2 DEGREE (2DS) EMISSION TRAJECTORY.
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

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

BENEFITS OF IMPROVED FUEL ECONOMY AND REDUCING EMISSIONS
<table>
<thead>
<tr>
<th>GFEI target</th>
<th>average fuel economy (L/100km)</th>
<th>2020</th>
<th>2030</th>
<th>2050</th>
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<tbody>
<tr>
<td>required annual improvement rate (% per year)</td>
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<tr>
<td>8.0</td>
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| 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% | 50by50 |
IN-COUNTRY POLICY SUPPORT

RESEARCH

GLOBAL CAMPAIGNS

globalfueleconomy.org
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

Time for global action

Working Paper 11
Fuel Economy Policy Globally

Global Progress on Fuel Economy Policy (2016)

Source: GFEI April 2016
Baseline Light-Duty Vehicle Fuel Economy and Trends

EU: 2005 6.89 L/100km, 2015 5.56 L/100km; 2020 4 L/100 km
Fuel Economy:
http://www.unep.org/transport/gfei/autotool/
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


**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
Thank you
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<th>2005</th>
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<td><strong>Non-OECD average</strong></td>
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Source: GFEI 2014 International Fuel Economy Comparison, WP11
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’