

GFEI at future-focused Movin' On, Montreal

In June, GFEI Executive Secretary Sheila Watson attended Movin'On (Formerly Michelin Bibendum), a global gathering of mobility-focused business, experts and NGOs, which convened in Montreal.

The gathering had a clear focus on practical solutions and partnerships which it sought to foster through master classes, workshops and labs in which imaginative ways to interact were at the fore. From baking a collective cake, to hanging from the ceiling in a floating meeting, attendees were encouraged to approach the challenges of creating truly sustainable mobility in some truly innovative ways. New technologies such as electric bikes and trucks were available for test drives – often weaving between the crowds of attendees making their way to the BigTop tent for a keynote from amongst others Jean Todt (pictured above) of the FIA. This setting was the perfect place to share GFEI's work.



Latest Working Papers



Working Paper 16 uses models and scenarios to assess the feasibility of achieving the Paris Declaration on Electro-mobility target of 100 million cumulative sales for 4-wheel electric road vehicles (cars/LDVs) by 2030. Given the uncertainty inherent in all modelling, three very different models were developed, common data used, and the results compared.



Working Paper 15 examines global trends in light-duty vehicle fuel economy over the decade from 2005 to 2015. It provides in-depth analysis of other vehicle characteristics such as dimensions, weight, fuel type, engine power and displacement, and assesses the factors affecting progress in improving fuel economy in 17 countries and new analysis of the relationship between fuel economy and market prices globally.



HALF YEAR UPDATE

Fuel economy focus for energy efficient vehicles training in Paris

On 15th June, GFEI partners provided focused fuel economy training to participants from around the world as part of the IEA's Energy Efficiency in Emerging Economies (E4) week in Paris.

The training included an overview of the different tools available to policy makers to improve fuel economy, such as standards, labelling schemes and taxes. Lew Fulton of UC Davis gave examples of how this can work in practice, such as Sri Lanka's successful promotion of hybrid vehicles through differentiated excise duties. He helped participants understand the differences between standards that have been implemented in different regions, and the strengths and weaknesses of each approach.

Marine Gorner shared the IEA's [latest analysis of trends in the numbers of electric vehicles](#). In 2017, the number of EVs have now reached over 2 million worldwide. Her presentation highlighted



the continued importance of government incentives, including city-wide restrictions promoting EVs in China, and tax incentives in countries such as the Netherlands. Pierpaolo Cazzola of the IEA led in-depth training about implementing fuel economy policies, including how to conduct a baseline analysis of a country's vehicle fleet, which can be used to inform the design of schemes, and apply cost-benefit modelling of different options. He also highlighted the importance of monitoring and enforcement to ensure that vehicles on-road performance matches those achieved in laboratory testing. Finally, Stephen Perkins of the International Transport Forum gave a presentation outlining the role of fuel economy policies for Heavy Duty Vehicles (HDVs).

The GFEI day formed one day of a week of focused energy efficiency

training, as part of three days focused on the transport sector. It followed two previous days that focused on 'avoid' and 'shift' policies to reduce vehicle trips and promote low-carbon alternatives. Participants were predominantly from fast-growing emerging economies who will take back their lessons to share with colleagues. The aim is to build capacity to support aims to significantly improve energy efficiency, saving money, improving energy security and reducing carbon dioxide emissions from transport. This year, E4 regional training events are also taking place in Asia, Eastern Europe and Latin America which GFEI is also supporting, as well as an African training event, organised by UNEP.

<http://www.globalfuelconomy.org/blog/2017/june/fuel-economy-focus-for-energy-efficient-vehicles-training-in-paris>

GFEI shares new perspectives on EVs at ITF, Leipzig

In June, GFEI shared new research on electric vehicles at an official side event at the International Transport Forum (ITF) Annual Summit in Leipzig, Germany. The annual ITF event brings together transport ministers from around the world to share policy perspectives with CEOs, heads of international organisations, thought leaders from civil society, academia, and media.

Low Fulton, co-Director of the STEPS Centre at University of California, shared the findings of [GFEI working paper 16](#) that models potential scenarios for electric vehicle (EV) growth by 2030. The research is unique because of the scale of the dataset used (over 500 million vehicles across 39 countries over a decade). Overall while it appears possible to reach the target of 100 million EVs by 2030, it will be challenging and strong policies will be needed. These will need to

make EVs affordable, increase the numbers of makes/models offered, and increase the awareness of and interest by consumers in purchasing these vehicles. Low Fulton said "It is a very heavy lift to hit the target identified as part of Paris agreement, however the need for action and moving fast is very apparent."

Also at the event, Peter Mock, Managing Director for the International Council for Clean Transportation (ICCT) in Europe highlighted the urgent need to tackle 'excess emissions' of nitrogen oxide (NOx) from vehicles, and described the [TRUE \(The Real Urban Emissions initiative\)](#), which was launched with the Mayors of London and Paris in March. TRUE, a partnership of several organisations including FIA Foundation, ICCT, C40 and Global NCAP, will provide new analysis to inform city administrators about real-world



emissions of vehicles in the light of widespread cheating on emissions tests, as exposed by the 'dieselgate' scandal. This is a particularly serious problem in Europe, where as many as 11,000 people who died in 2015 might have lived longer if vehicle regulations on air quality had been respected. TRUE will use large-scale remote sensing



for identifying the worst offending vehicles in order to inform consumer choice, and enable evidence-policy development.

Sheila Watson, Executive Secretary of the GFEI, said "It really is an honour to hear experts from GFEI partner organisations share their latest analysis and insights. This information will help to inform the policy agenda around clean and efficient transport, including electric vehicles and tackling real-world emissions from diesel vehicles. Cheating on emissions is not a victimless crime, and we must act now to stop it"



HALF YEAR UPDATE

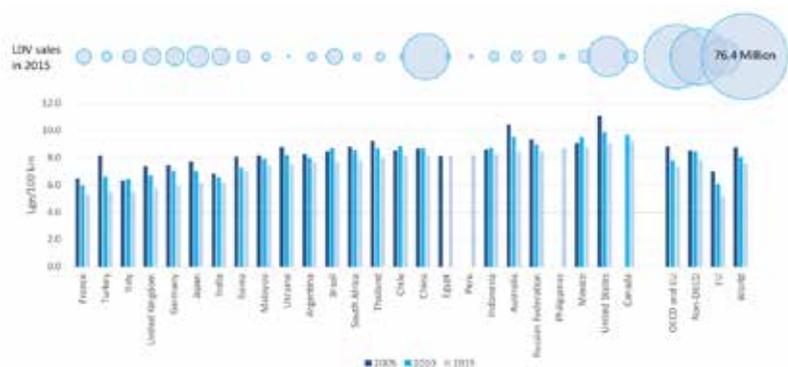
GFEI launches fuel economy trends report at TRB



At the Transport Research Board (TRB) annual meeting in Washington D.C in January, GFEI launched Working Paper 15. The report looks at global average fuel economy trends over a decade from 2005 to 2015. The IEA's Pierpaolo Cazzola shared the wide-ranging analysis which extends and enhances previous research that GFEI has published regularly since 2011. It includes an updated in-depth exploration of fuel economy drivers and a new section on trends in vehicle prices globally. The report is also unique in its scale and comprehensiveness, covering more than 80% of the global vehicle market.

Key findings include that vehicles sold in OECD countries use less fuel (at same power) than those marketed in non-OECD countries, which suggests that there is a technological gap in engine

technology between OECD and non-OECD countries. It also suggests that ambitious policy frameworks, including fuel economy standards and differentiated taxation by fuel economy (such as the EU regulation on emissions per km and Brazil's Inovar-auto scheme) are linked with improved fuel economy. Fuel economy improvements took place despite an increasing shift globally towards 'crossover' vehicles (medium sized SUVs and pick-ups), as part of an overall trend towards larger vehicles. In the absence of policies, the tendency is for most vehicle attributes (including fuel economy) to stagnate.



Colombia workshop launches GFEI project



In January, GFEI launched in Colombia at a meeting led by UN Environment, CEGESTI, and Centro Mario Molina Chile. Planned activities include supporting the work that Colombia has been carrying out in the transportation sector, and producing a fuel economy baseline study for their light duty vehicle fleet. The baseline study will be undertaken by the Technological University

of Pereira with support from several stakeholders including the Ministry of Environment, Mines and Energy, the business chambers and other relevant stakeholders such as the National Environmental License Authority and the National Vehicular Registry. The results of this study are expected to help the country to define and implement policies that promote fuel economy and a cleaner fleet in Colombia.

GFEI launched in Zimbabwe

In March, GFEI launched in Zimbabwe at a workshop attended by the Permanent Secretary of the Ministry of Energy and Power Development and the CEO of Zimbabwe Energy Regulatory Authority. Over 60 participants

from various government agencies, vehicle industry, academia and media participated in the event. UN Environment and the National Automobile Association of South Africa representatives gave presentations.



GFEI launched in Togo



In March, GFEI was launched in Togo at a national stakeholder meeting that brought together 65 participants from different government agencies, the private sector, academia, the civil society and the media. The Environment Directorate under

the Ministry of Environment is coordinating the project in Togo. New analysis shows that between 2005 and 2016, a total of 681,993 vehicles were imported into Togo, comprising 174,720 four-wheeled vehicles and 507,273 motorcycles.

GFEI supports the 2nd ASEAN Fuel Economy Platform

In March, the 2nd ASEAN Fuel Economy Platform meeting was held in Bangkok, Thailand, to follow-up on the development of fuel economy policies. The Forum brought together nearly 50 experts from all 10 ASEAN countries, the ASEAN Secretariat, universities, NGOs, and international organisations. At the event, Bert Fabian of GFEI partner UN Environment provided an overview of the policies and impacts of fuel economy policies in developing countries.

Fuel economy in the ASEAN region lags behind other major vehicle markets in the world. The Forum

reviewed inputs for a draft vision as well as draft goals and milestones for a regional fuel economy roadmap which is expected by the end of

2017; discussed knowledge gaps; and identified barriers such as working across ministries and sectors on a complex and multifaceted topics. Participants brainstormed also opportunities for further engaging with the auto industry in order to build a supportive foundation for the roadmap. They also noted the need to better engage civil society.



HALF YEAR UPDATE

GFEI centre stage at 'Sustainable Energy for All' Forum in NYC



Goal 7 ('Ensure access to affordable, reliable, sustainable and modern energy for all') GFEI is the official vehicle 'accelerator' of SE4ALL.

In a 'deep dive' session on the main stage, Sheila Watson highlighted the potential gains to be made from countries transforming their energy and transport systems while creating jobs and economic growth. The discussion, moderated by Drew Kodjak from GFEI partner the International Council on Clean Transportation (ICCT) included experts from the European Commission, Costa Rica and tyre manufacturer Michelin. The Partnership on Sustainable Low-Carbon Transport (SLoCaT) also organised a Partner Working Session focused on linking low carbon energy with transport. The panel included government officials from Malaysia and Norway, as well as experts from GFEI partner the IEA and REN21.

The Sustainable Energy for All (SE4ALL) Forum was held in Brooklyn, New York in April. The event was attended by over 1,000 high-level representatives from government, business, civil society and international organizations

focused on the theme of "Going Further, Faster - Together." The Forum is a 'marketplace' to help broker new partnerships and ideas, spur investment and drive action towards sustainable energy and realising Sustainable Development

Workshop launches Global Fuel Economy initiative in Mali

A national workshop, held in Bamako in May, launched GFEI in Mali. Around 60 participants attended the event, which was opened by Mr. Yaya Konate, the National Director of the department responsible for pollution control, on behalf of the Minister of the Environment. Through EU funding, Mali will carry out a fuel economy vehicle inventory study to determine the country's average fuel economy trends. The

findings of the study will provide the necessary data towards the development of policy options to support the import of cleaner, more fuel efficient vehicles into Mali. Currently the country has an age based customs tax on newly imported vehicles. Participants noted that vehicle emissions were a growing challenge in Mali especially in the bigger cities, and called for additional inclusion of vehicle emission

inspection recommendations in the program. The Mali government is committed to ensuring cleaner air for its citizen and had ratified several international conventions including the 2009 West and Central Africa Better Air Quality Agreement.



Experts gather in the Philippines to discuss fiscal reforms for efficient vehicles

In April GFEI helped support a workshop in the Philippines to discuss proposals for vehicle tax reforms. The workshop was organized by Clean Air Asia, the Philippines Department of Finance and United Nations Environment, with support from the Global Fuel Economy Initiative and the European Union.

Vehicle excise tax reform in the Philippines aims at equitably raising revenues and discouraging the purchase of automobiles. About 60 percent would be allocated to infrastructure, while 40 percent of fuel excise tax reform revenue would go to a targeted transfer program to help the poor and vulnerable. Clean

Air Asia's analysis suggests that the proposed fuel and vehicle excise tax reforms have the potential to elicit a 3.2 percent annual fuel economy improvement rate. This would achieve average light-duty vehicle fuel economy of about 6.2 Lge/100km by 2020.

At the meeting experts from Thailand highlighted how a new tax structure, which came into effect in January 2016, has introduced substantially lower tax rates for hybrids, eco-cars and lower-emission vehicles in the country. As a result of the CO₂-based taxation scheme, fuel economy has improved, including for mini multi-purpose vehicles and SUVs of the



same or larger engine size. To boost domestic demand for BEVs, PHEVs and HEVs, in March 2017 Thailand's government announced a further excise tax reduction from 10 percent to 2 percent for BEVs, halved for PHEVs and HEVs.

Malawi holds first Vehicle Fuel Efficiency Workshop

In May, GFEI was launched in Malawi at a workshop in Blantyre. Close to 40 participants from various government agencies including the ministries of Finance, Energy, Transport and Environment, research agencies, and the oil and vehicle industry participated in the event.

The workshop came up with a set of recommendations, including the need for public outreach programs, and policy packages to promote fuel economy vehicle into Malawi. The next steps are to develop fuel economy baseline data and policy packages for Malawi. Between 2008 and 2016, the annual vehicle

growth rate for Malawi was 12%. The country has a differentiated excise tax that is age- and engine size- based. The tax is aimed at incentivising imports of newer, smaller engine

capacity vehicles. Participants welcomed the fuel economy baseline study as it would help the country to estimate the impacts of this tax structure on vehicle imports.



COP23 Fiji Presidency in Bonn

Between 6th and 17th November, the COP23 Climate Change conference will be held in Bonn, Germany, under the Presidency of Fiji. GFEI will be attending, to continue to highlight the importance of vehicle efficiency for reducing CO₂ emissions, and to feedback progress since COP21 in Paris.



COP23 | FIJI
UN CLIMATE CHANGE CONFERENCE
BONN 2017

GFEI Training Events

DATES	CITY / COUNTRY	REGION	ORGANISER	GFEI DAY(S)
July 3-7, 2017	Singapore	Asia Pacific	IEA	July 6
October 16-20, 2017	Georgia	Eastern Europe, Caucuses, Central Asia	IEA	October 19
November 13-17, 2017	Nairobi	Africa	UNEP	November 13-14
November 27 - December 1, 2017	Rio de Janeiro	Latin America	IEA	November 30

This year, instead of a global training event, GFEI is supporting a series of regional training events. Contact: info@globalfueleconomy.org



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