



Fuel Economy and the UN's Post 2015 Sustainable Development Goals

The Global Fuel Economy Initiative (GFEI) has shown that fuel economy improvements from conventional internal combustion engine cars can save a staggering \$2 trillion in un-used fuel over the next decade, freeing up those valuable resources for other development priorities, such as education, health, infrastructure, or indeed the promotion of other transport technologies or modes such as electric vehicles.

Cost-effective technology improvements such as weight reduction, and stop-start hybridization, could keep fuel demand steady by 2050 – even with the predicted tripling of the global fleet – and thereby save close to half of the CO₂ emissions from cars by this date. But we need a global commitment to fuel economy if we are to see the policies put in place to achieve this.



The GFEI target of a 50% improvement in average fuel economy in all cars by 2050 is clearly relevant to the problem we face. It is also measurable, and achievable, and there is a global partnership already in existence which is working with over 25 countries globally to deliver real fuel economy policies in-country.

This is why Sustainable Energy 4 ALL, the High Level Panel, the UN SDG transport brief, and the Open Working Group's Chairs' Report have all suggested that fuel efficiency should be a Post-2015 SDG target.

Indeed, "Securing Sustainable Energy," was recommended as a specific Goal by the High-level Panel on the Post-2015 Development Agenda, including a 2030 target on doubling the global rate of improvement of energy efficiency in transport. This was echoed in the recent UN Habitat report into Sustainable Urban Settlements, which concluded that "there is a need for policy interventions that encourage...increased vehicle efficiency".



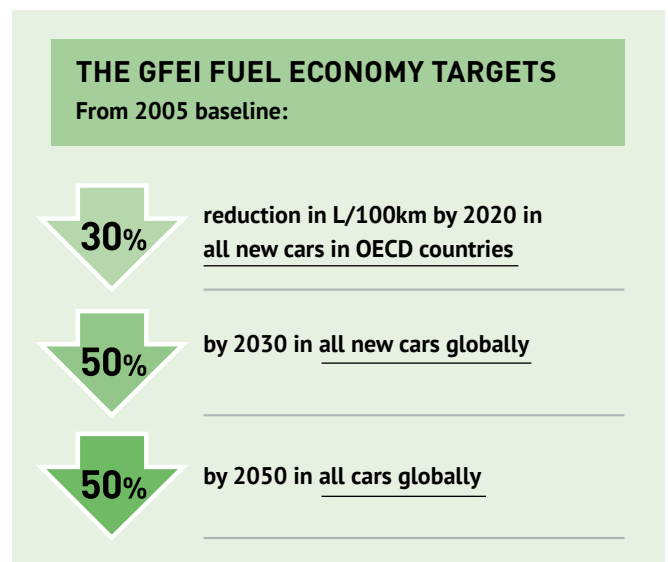
Background

The world is on an unsustainable path regarding oil use and its related environmental impacts such as CO₂ emissions. Transportation is a key contributor to this problem. About half the world's oil is used in transport and oil accounts for about 95% of transport fuel use. We face a near tripling of the number of cars on the planet by 2050, the vast bulk in emerging economies. Vibrant transport systems are critical to economic development and healthy functioning of society. The question is how to deliver needed transport services while cutting the negative impacts of pollution, congestion, energy and resource depletion, and the environmental damage which will follow?

Cost effective fuel economy improvements are a vital way to address the negative impacts of these vehicles, providing the scope, and potentially resources, to enable the development of better alternatives. Recent analysis suggests that up to \$2 trillion could be saved in the next decade alone from simply adopting existing cost effective fuel economy technologies in all new vehicles.

The United Nations is currently consulting on the agenda for global development policy post-2015. Promoting green mobility; ensuring sustainable energy use; and improving quality of life and economic opportunities for millions are central to that agenda.

Improved vehicle fuel economy could help towards these objectives, as well as helping to address other key issues such as energy security, clean air and sustainable mobility. The GFEI – coordinated by the FIA Foundation – has set global targets for improvements in fuel economy, based on the adoption of existing, cost effective technologies.



If we achieve these targets by 2050, we could save over 6 billion barrels of oil per year, and close to half of CO₂ emissions from cars and light duty vehicles, as well as generating significant local air pollution benefits.

Progress

The evidence shows that we are not on target to meet these goals – the global average for light duty vehicle fuel economy is currently 7.2 l/100km (32 mpg) and is not improving quickly enough year on year. FIA Foundation is working with our GFEI partners in countries as diverse as Chile and Russia, Georgia and Ethiopia, to help them to frame the fuel economy policies which work best for them. With \$ trillions set to be invested in vehicles in coming decades, now is the time for a global commitment to address this most basic of energy efficiency issues, and to create the supporting framework for existing policies and technologies to really take effect.

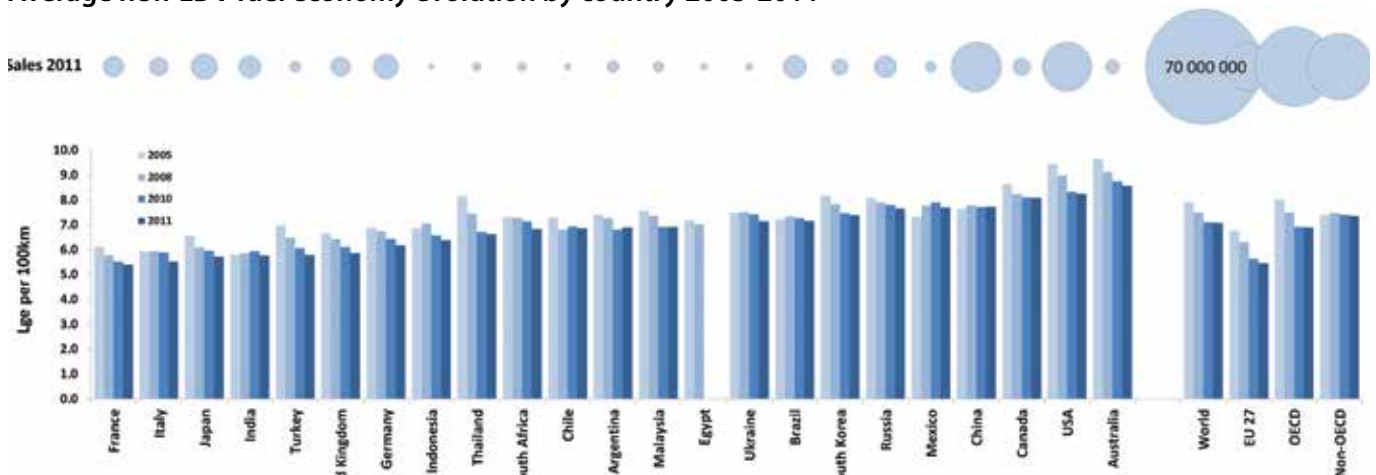


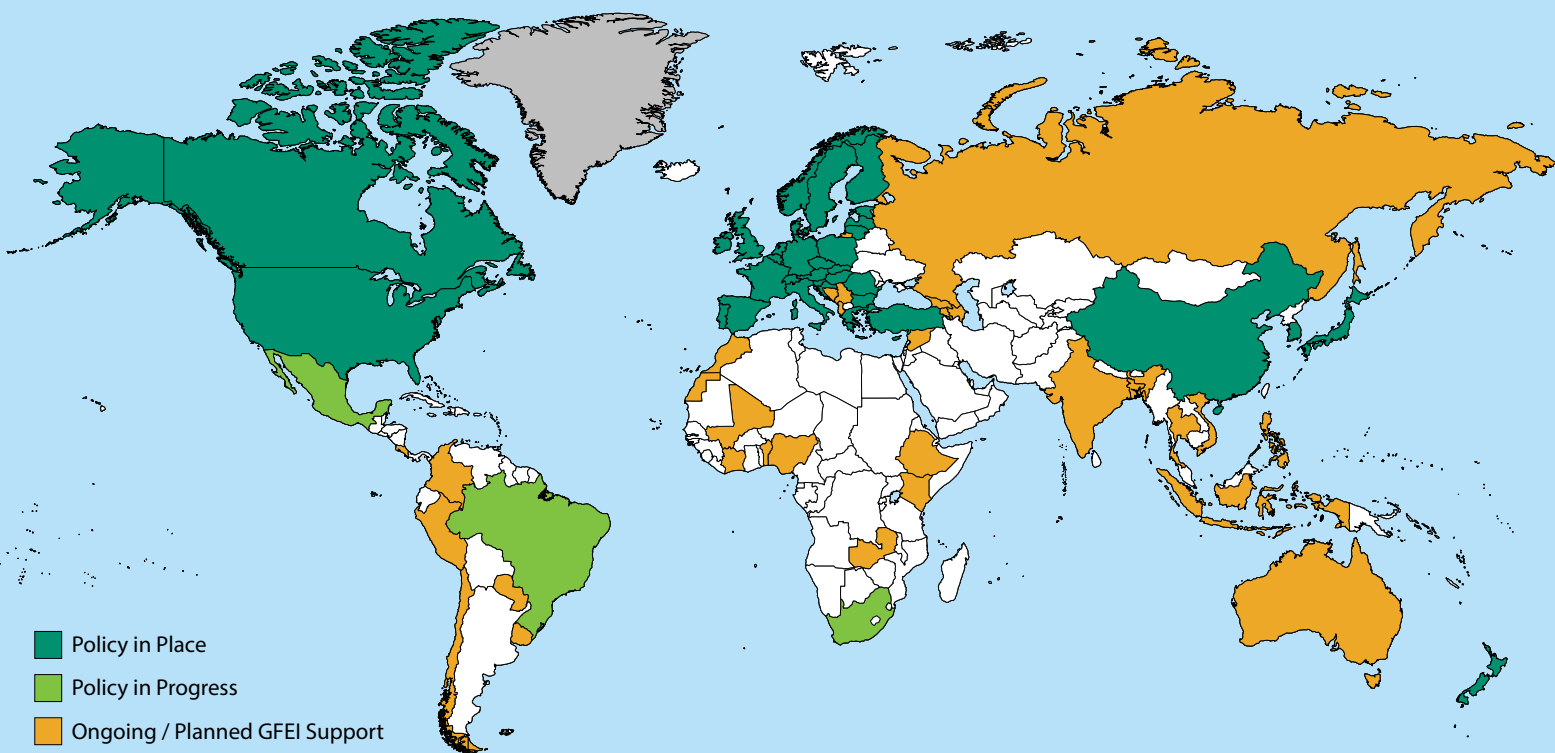
Fuel Economy in the SDGs

The GFEI is a High Impact Opportunity under the Sustainable Energy For All initiative led jointly by the UN Secretary General and the President of the World Bank. Key reports, including from the IPCC and the IEA, have shown that the transport sector presents high potential for efficiency improvements. This potential has been reflected in concrete suggestions for new Sustainable Development Goals in the post 2015 sustainable development framework. The High Level Panel of Eminent Persons, for example, proposed an SDG target “to double the global rate of improvement of energy efficiency in buildings, industry, agriculture and transport.” This was echoed in the recent UN Habitat report into Sustainable Urban Settlements, which concluded that “there is a need for policy interventions that encourage...increased vehicle efficiency”.

It is vital that sustainable transport generally, and fuel economy more specifically, are fully integrated into global policies on sustainable development and climate change. This will help to enable effective action by national and local governments, businesses and civil society, which GFEI is already supporting. It will also ensure that Nationally Appropriate Mitigation Actions properly reflect the areas where action is needed. The momentum is there to make a step change in progress towards our 2050 targets - but only if we have a commitment to action at every level.

Average new LDV fuel economy evolution by country 2005-2011





What is the GFEI?

The Global Fuel Economy Initiative (GFEI) is a partnership of the International Energy Agency (IEA), United Nations Environment Programme (UNEP), International Transport Forum (ITF), International Council for Clean Transportation (ICCT), ITS Davis (Institute for Transportation Studies at UC), and the FIA Foundation, which works to secure real improvements in fuel economy, and the maximum deployment of existing fuel economy technologies in vehicles across the world.

The Initiative promotes these objectives through in-country policy support, analysis and advocacy.

The GFEI works with many countries to support their fuel economy policy development process. Central to this is the GFEI's Cleaner, More Efficient Vehicles Toolkit, which provides information and real-world examples of technology and policies used around the globe to improve auto fuel economy. It is aimed at policy makers seeking to understand and design effective policies to improve energy efficiency and lower greenhouse

gas emissions in their countries. This innovative Tool is available online from www.unep.org/transport/gfei/autotool.

One of the GFEI's key roles is to improve understanding of global fuel economy trends. For example the Initiative has sponsored the first ever global study of duty vehicle characteristics, including fuel economy, covering close to 90% of global car sales in 22 major markets and the EU. The Initiative also works hard to raise awareness of the issue of fuel economy globally.



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