

GFEI launches 2nd 3-year campaign; ICCT joins partnership



The Global Fuel Economy Initiative today announced, at the International Transport Forum in Leipzig, the beginning of its second three year effort to improve vehicle fuel economy around the world. It also announced that a new partner – the International Council on Clean Transportation (ICCT) - has joined the effort.

The GFEI achieved numerous objectives during its first three years, from 2009-2012, including engaging in fuel economy policy making efforts around the world. The initiative's new workplan for 2013-15 published today, lays out the challenges which still remain on fuel economy, and outlines the Initiative's planned response to those challenges.

The GFEI will continue focus on three key areas of work – policy support, outreach and research and analysis. It has set itself three key

challenges in each area over the next three years, as well as outlining more specific targets as part of its roadmap for achieving them. For example, to have engaged a further four countries in the in-country policy support toolkit work with which it is already working in Chile, Ethiopia, Kenya and Indonesia.

The launch meeting also heard a range of interesting contributions on the likely future path of fuel economy globally; the specific issues facing countries such as Russia and China; and the fiscal issues around a move towards greater electrification of the EU fleet. Renault presented the industry's perspective on fuel economy.*

Speaking at the launch of GFEI's new three year workplan, Sheila Watson Executive Secretary of GFEI and Director of Environment at the

FIA Foundation said: "We have been working alongside ICCT for some time now, and we are delighted that they are joining the Global Fuel Economy Initiative as a full partner. The world is not doing enough to address fuel use in cars and light vehicles, and ICCT's expertise and experience will add further weight to the work which GFEI can do, at this vital time."

Drew Kodjak, Executive Director of ICCT said: "I believe that ICCT will complement and enhance the great work already being undertaken by GFEI. I look forward to bringing all of our expertise, data and know-how together and to getting the most out of these mutual resources."

The Workplan and the Executive Summary can be downloaded from <http://www.globalfuelconomy.org/publications>

Global Fuel Economy report calls for faster rates of improvement

The first ever global analysis of light duty vehicle characteristics, including fuel economy, shows that faster rates of improvement over the next 10-20 years will be needed in order to meet the targets of the Global Fuel Economy Initiative (GFEI).

The new report "International comparison of light-duty vehicle fuel economy and related characteristics", produced by the International Energy Agency (IEA) in cooperation with the GFEI, presents the ground breaking analysis of light-duty vehicle characteristics, including fuel economy, covering close to 90% of global car sales in 22 major markets and the EU. It was presented at an IEA side event at the COP 17 UN Climate Change Conference in Durban on 1 December.

The GFEI is a partnership of the IEA, the UN Environment Programme (UNEP), the International Transport Forum (ITF) and the FIA Foundation, an independent charity.



The overall findings of the analysis include:

- A first ever global average estimate for LDV fuel economy worldwide: about 8.1 L per 100km for new LDVs in 2005, improving to 7.7 in 2008. The GFEI targets a 30% improvement by 2020, or 5.4 L/100km and 50% by 2030, or 4 L/100km.
- It creates a base year estimate for use by the Global Fuel Economy Initiative (GFEI), and helps establish global average fuel economy estimates; it analyses how fuel economy and other vehicle characteristics compare across a range of countries and regions; and, it obtains a sense of how fuel economy and other vehicle characteristics have recently changed in different countries, by comparing the 2008 and 2005 results.
- This 2005-2008 change represents a 1.6% annual improvement, well

below the required average annual improvement rate to reach the 2030 GFEI objective of a 50% reduction which calls for a 2.7% improvement per year from 2005 to 2030.

- As well as showing that faster rates of improvement are needed, overall the findings suggest that the GFEI objective is ambitious.

Sheila Watson, Executive Director of GFEI said:

This work is really exciting because it gives us such an insight into the state of fuel economy in cars and other LDVs globally. Clearly, although there are plenty of technologies out there which could be used to improve fuel economy, insufficient progress is being made. GFEI will continue to support governments and others who seek to go further in improving fuel economy, as we must if we are to address the challenges of climate change and energy security which we face.



Vietnam fuel economy activities

CAI-Asia and the Vietnam Register have started organizing fuel economy meetings with stakeholders to foster the development of national fuel economy standards in Vietnam. The first fuel economy meeting was held on March 28th 2012 at the Vietnam Register Head Office in Hanoi with 18 attendees representing government, academia/research and NGO's.

Highlights of the meeting include:

- A presentation was made about different country fuel economy experiences and opportunities for Vietnam in developing fuel economy standards including: <http://www.globalfuelconomy.org/publications/Pages/WorkingPapers.aspx>
 - Context and trends of motorization and vehicle fuel consumption in the world
 - Status of fuel economy standards worldwide and in Asia
 - Fuel economy in the context of other fuel and vehicle related policies.
 - Basic process for setting up fuel economy standards
 - Opportunities and choices for Vietnam
- A presentation was made on institutional and policy review on vehicle emission and fuel economy in Vietnam that included:
 - Current status of motorization, fuel consumption and air pollution
 - An assessment of the impact of fuel quality, vehicle emission and fuel economy standards, fuel and vehicle taxes and tariffs as well as on-road vehicle inspection on ambient air quality.
- Policy review on vehicle emissions, fuel economy, fuel quality, new vehicle quality control, in-use vehicle inspection and administrative measures.
- Attendees were informed that per a recent government directive, all cars below 7 seats will be subject to Energy Labeling, voluntary from December 2014 and obligatory from January 2015. Additionally, the Ministry of Science and Technology has to issue fuel efficiency standards by November 2012.
- It was agreed that the fuel economy standards should be fuel consumption as opposed to CO2 emissions
- It was also agreed that the motorcycles should be given first priority in developing fuel economy standards due to the very high motorcycle fleet in Vietnam, budget limitation and time limitations for a study.
- The need to collect sufficient vehicle data prior to developing vehicle fuel economy standards was underlined.

Philippine fuel economy activities

CAI-Asia and the Office of the Presidential Assistant for Climate Change have begun facilitating a series of meetings on fuel economy whose ultimate goal is developing draft national standards for fuel economy in the Philippines. The Department of Energy and the Department of Trade and Industry-Bureau of Product Standards will serve as lead government agency in officially issuing the fuel economy standards.

The **first fuel economy meeting** was held on January 12th 2012 at the Administrative Building (Mabini Hall) in the Malacañang and was attended by stakeholders representing 17 institutions of government, private industry, academia and civil society.

Highlights of the meeting include:

- The meeting was kicked off with context provided of fuel economy efforts based on experiences in Asia.
- The latest draft of the National Energy Efficiency and Conservation (NEEC) Bill was tabled. This will be refined at subsequent stakeholder meetings with the aim of presenting it to the Senate and the House in June 2012. Some of the provisions included in the Bill are minimum energy performance standards, categorization of energy users, requirement for energy audits, energy conservation officers and energy conservation plans.
- The attendees were briefed on ongoing legislative measures to roll out tax and 'non-tax' incentives for electric vehicles and other motor vehicles using alternative fuels.
- Honda Cars Philippines presented results of an eco-driving program they started in partnership with CAI-Asia.

The **second fuel economy meeting** was hosted by the Department of Energy in Fort Bonifacio on February 2nd, 2012 with 28 attendees representing government, industry, NGO's and academia.

During this meeting:

- Examples were presented on the basic steps taken in formulating fuel economy standards including the conceptual framework for setting fuel economy standards for new and in-use light-duty vehicles.
- There was discussion on the need for developing localized drive cycle, test protocols and set parameters when establishing fuel economy standards.
- Possible options for effecting fuel economy standards for the Philippines were evaluated e.g.
 - Passing a bill for Congress and Senate; or
 - Issuing the standards through a joint initiative of several government departments with institutional mandate, and enforcing the standards via an Executive Order.
- It was proposed to include fuel economy in the meeting agenda for the Committee on Harmonization of Vehicle Standards and Regulations (CHVSR) which was created through an Executive Order. This would provide legal/institutional review and technical review of fuel economy standards using an existing technical working group. In addition all of the relevant agencies are represented in the CHVSR e.g. Department of

Energy (DOE), Department of Trade and Industry (DTI), Department of Science and Technology (DOST), Department of Environment and Natural Resources (DENR) and Department of Transportation and Communications (DOTC).

- It was suggested that fuel economy policy development could borrow from the process used to developing other policies e.g. mining

The **third fuel economy meeting** consisting of key representatives from the government, specifically those who are members of the CHVSR was hosted by the Department of Transport and Communication in Mandaluyong City on March 19th, 2012.

During this meeting:

- Fuel economy was deemed to be beyond the scope of CHVSR as such a proposal to create a subcommittee within CHVSR to facilitate the development of fuel economy standards was not feasible.
- A separate Technical Working Group on fuel economy would be created to draft an Executive Order between DOE, DTI, DOTC, DENR and the Climate Change Commission (CCC) on fuel economy standards for new vehicles.
- It was suggested for the group to consider working on fuel economy labeling first and perhaps require fuel efficiency rating disclosure from vehicle manufacturers.
- The next meeting is scheduled for 26th April, 2012.



GFEI helps countries access funds for climate change

The GFEI and TRL have developed a guidance document that informs national governments in developing, and emerging, economies about some of the current sources of international funding that are available that could be used to support efforts to improve vehicle fuel efficiency. The guidance provides a practical and concise 'reference of first resort' for all those engaged in securing funding to promote vehicle fuel economy. In doing so

it aims to increase awareness, and understanding, of the support that is available.

The Working Paper "Accessing International Financial Support Mechanisms for Vehicle Fuel Economy: A Guide for Developing Country Governments" can be downloaded from <http://www.globalfuel economy.org/publications/Pages/WorkingPapers.aspx>

🔗 **GFEI Tool User's Guide now available:**

The online GFEI Tool (<http://www.unep.org/transport/gfei/autotool/>) now features a User's Guide (http://www.unep.org/transport/gfei/autotool/Pdf's/GFEI_User_Guide.pdf) to navigate the various sections and dearth of information available.

The Tool was designed to answer basic questions about what auto fuel economy is, how it works on a practical level, what governments are doing to lower their reliance on fossil fuels and reduce emissions, the role of technology in saving fuel, and how policy makers can start to promote cleaner, more efficient cars on a practical level.

The User's Guide will take you through the main functions and content available in the Tool, allowing you to begin exploring at your own pace.

🔗 **Montenegro to Launch National Fuel Economy Project 10-11 May 2012:**

Work on developing a national auto fuel economy baseline estimate for Montenegro has progressed, and policymakers from the Ministry of Energy and the Regional Environmental Center's Montenegro country office will be hosting the country's first ever policy dialogue in May. In addition to introducing the topic of fuel economy in a market reliant solely on vehicle imports, the GFEI will also assist Montenegro in refining its CO2 data and analysis for light duty vehicles.

If you are interested in joining us in Montenegro, please contact elisa.dumitrescu@unep.org.

🔗 **Montenegro fuel economy agenda:**

Montenegro adopted 10 ppm fuels and Euro V standards in Jan. 2011 with PCFV support. Following on this achievement, the GFEI is now supporting the adoption of EU fuel economy standards/supporting policies as part of the EU accession process. A recent national meeting held in Budva discussed the baseline fuel economy estimate for Montenegro and also started to design, with the Regional Environmental Center Country Office in Montenegro, a larger fuel economy project planned for launch later this year. However,

Montenegro's efforts are to be broadcast across the sub-region to help spur similar efforts in Serbia, Albania, Bosnia and Herzegovina and Macedonia.

🔗 **Caucasus Fuel Economy Initiative (CFEI) website launched:**

The Caucasus Fuel Economy Initiative (CFEI) has launched its website, <http://www.gfei-caucasus.org/index.php/en/>. This website is an invaluable resource, which will not only help to promote the work which Caucasus Environmental NGO (CENN) is doing in partnership with Partnership for Road Safety Foundation, but will also serve as a focal point for information, research and data on fuel economy in the region.

🔗 **Russia:**

Recently, the Russian government announced new delays in the implementation of stricter emissions standards for new passenger vehicles, saying the supply of cleaner fuel is inadequate to support advanced technology. Under an order published on 1 February 2012 the deadline to move to the Euro 4 standard for gasoline and diesel engines was extended an additional year to 1 January 2013 and that for Euro 5 to 1 January 2015. Russia has a patchwork of fuel qualities on the market - with the average hanging at around 500 ppm sulphur for both petrol and diesel. The current target date for 50 ppm fuels is January 2015. The GFEI is working to partner with UNDP Russia to support the development of federal policies in Russia (including clean fuels) that will hasten the introduction of cleaner, more efficient vehicles.

🔗 **Fuel economy in the Caucasus:**

The ongoing Georgia fuel economy project is still at the baseline stage of work, with the institutional and legal framework analysis now complete for Georgia, Armenia and Azerbaijan to be made online this month from the project website: <http://www.gfei-caucasus.org/>. The plan for 2012 is to use the national fuel economy baseline estimate as a launch pad for a national meeting later this year that will start to map out fuel economy policy options and also look at fuel quality improvements beyond the recently announced reductions in sulphur (Georgia is now at 300 ppm

diesel, 250 petrol with no 50 ppm plan) while also advocating for the adoption of Euro-level auto emission standards (none planned).

🔗 **African GFEI activities:**

The African Refiners Association (ARA) held its Annual General Meeting in Marrakech, Morocco on 19 – 21 March 2012. The meeting was well attended with over 300 participants mainly from the oil industry and energy regulatory agencies in the Africa region. UNEP had been invited as a VIP speaker and made a presentation on GFEI objectives, goals and planned Africa roll-out. The project is being piloted in Kenya and Ethiopia and there are plans to roll out to more countries. For more on the ARA meeting see <http://www.afrra-en.org/>

Save the Dates:

Tentative dates have been announced for the following fuel economy sessions in the Caucasus:

24-26 September 2012

Georgia fuel economy national conference, Tbilisi

27-28 September 2012

Azerbaijan training on fuel economy, Baku

Upcoming events:

10-12 September 2012

EFV Conference
Baltimore, USA

23-24 October 2012

PCFV extra-ordinary Global Partners Meeting
London, UK

3 November 2012

Brighton to London Future Car Challenge
UK

November (date tbc)

GFEI Commonwealth event
London, UK

3-5 December 2012

BAQ Conference
Hong Kong

December 2012 (Date tbc)

GFEI's Global Networking Event
Hong Kong