

GFEI Global Networking Meeting, 19-21 June 2013, Paris



countries, where the previously positive trends have actually reversed. The reason for this? Partly a growth in the number of large cars outside of the OECD, and a lack of fuel economy policies in place in those markets. However, what is clear is that where there is fuel economy policy, there is progress, and where cars are more efficient, consumers see a real benefit and payback in fuel savings over the lifetime of the vehicle. Clearly data is important in developing any policy and, in China, India and South America, this data is not so easy to find compared to Europe.



Fuel Economy – The Global Policy Framework

Lew Fulton of ITS Davis, a long-standing expert in the field of fuel economy policy, surveyed the existing good practice in this field, and considered both the potentials benefits of fuel economy improvements – some \$Xtrillion - to consumers, and the alternative uses to which these revenues could be put in supporting new technologies.

Peter Mock of ICCT, supplemented this analysis with a survey of a range of policy tools – from feebates to regulations – and their relative benefits and dis-benefits. In the discussion which followed, a key issue raised was the difficulty of engaging Governments where reduced fuel use might also mean lost resources. Here, the issues of energy security, balance of payments, and the equivalent savings in subsidies where these are in place should also be considered.

Representatives of over 25 countries gathered in Paris to exchange experience, to network, and to hear the latest expert evidence on fuel economy.

The 2-day meeting was opened by Sylvie Lemmet, Director of the Division of Technology, Industry and Economics at UNEP, who identified the importance of fuel economy as an issue in addressing sustainable development, environmental degradation and energy security. She also reaffirmed UNEP's commitment to the GFEI and its work.

In the sessions that followed, delegates heard presentations from experts on fuel economy trends, policies and impacts, before a session in which representatives from Asia, Africa, Latin America, Eastern

Europe and the South Caucasus were able to report on and share experience on the issue from their perspective. The following day saw a more in-depth master-class in the workings of the GFEI in-country toolkit, how to establish a baseline, and the contribution regulations and financial mechanisms can make to solving the issue.



Fuel Economy – The trends

In this session, Alex Koernor and Francois Cuenot of IEA presented the GFEI's latest analysis of global fuel economy trends. Alex confirmed that although there have been improvements in fuel economy levels in OECD countries over the period 2008-2011, those improvements have not been mirrored in non-OECD



National Approaches to Fuel Economy

A major objective of the Global Meeting is to share experience from around the GFEL network about what policies are in place, what is being developed, and how partners are meeting and overcoming the challenges they face. Rob de Jong of UNEP led a panel discussion with representatives from each GFEL region presenting exactly this information on their country or region. The discussions which followed raised interesting – often globally relevant – issues.



Eastern Europe – Ruslan Zheckhov of REC and Nino Shavgoldze of CENN, described their plans to improve the taxation, regulation and vehicle inspection systems in Georgia, Armenia and Azerbaijan, in order to promote greater fuel efficiency.



Chile – Gianni Lopez of Centro Mario Molina described the process by which they – working with local stakeholders and the Government – used evidence as the cornerstone of their car labelling scheme. A key issue raised was whether a label is only for consumer information or could also be used as a tool in other incentive schemes.



Africa – Demiss Alemu of Ethiopia described important issues around imports, particularly second-hand ones, and the extent to which improvements in the economy can simply be imported elsewhere.



Middle East – Ahmed El Dorghamy of CEDARE emphasised the need for strong baseline information, and in relation to fuel subsidy and scrappage programmes, wondered why did they work on some countries and not in others? The presentations were followed by an active debate on a series of key issues around fuel subsidies, test cycles, oil imports and fuel quality standards, amongst many others.



Asia – An overview of the challenge across Asia was presented by Chee-Ann Roño of Clean Air Asia. This was then developed by delegates from other countries in the region. Asawin Asawutmangkul of Thailand's Bureau of Energy Efficiency Promotion, described how fuel economy standards in that country have lapsed since 2012, and are now being re-considered. In Indonesia there is a great deal of work in place to develop and improve standards, with a National Stakeholder Forum potentially playing a key role. Nguyen Dong Phong of Vietnam's Vehicle Certification Department described the detailed progress of regulations around inspection, emission control and regulation.



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The second day of the Networking meeting was focused on understanding the GFEI toolkit in greater detail, and in particular the process by which the baseline is developed, and the detail behind the key regulatory and financial instruments commonly used globally.

The GFEI Toolkit

Elisa Dumetrescu of UNEP took delegates through the toolkit, and prompted a detailed and useful debate on how to ensure that the toolkit's contents were as accessible as possible.

Establishing a Baseline - Francois Cuenot (IEA), who has worked in GFEI pilot countries, explained the importance of a good baseline study in order to underpin the policies which follow.

Financial tools – Peter Mock took attendees through the key types of financial instruments which are commonly used to address the issue of fuel economy. His presentation covered feebates, scrappage schemes, labelling and taxation.

Regulation - Mike Walsh then presented a similar overview, this time of regulations in place around the world in order for fuel economy. who endorsed the significant contribution of regulatory standards in improving fuel economy where they are in place.



CLEANER, MORE EFFICIENT VEHICLES



ABOUT GFEI



USER'S GUIDE



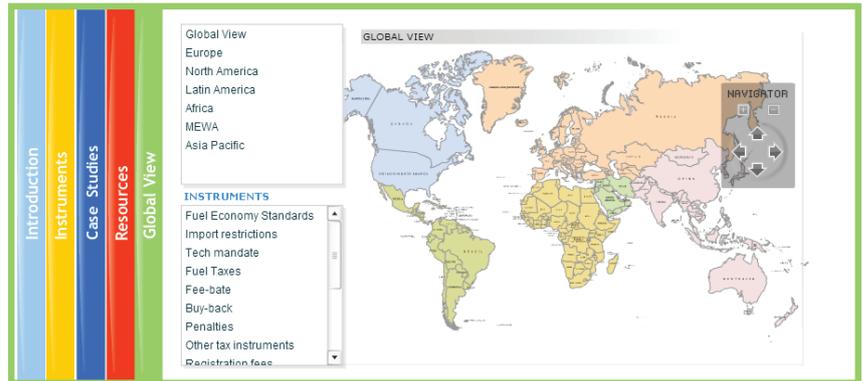
COUNTRY INFO



QUESTIONNAIRE



CONTACTS



The information contained on this website is intended as practical guidance coupled with examples of auto fuel economy policies and approaches in use around the world. It is not a complete collection of all national examples, nor does it track national and global progress on improving auto fuel economy. It is a work in progress and is updated regularly. This website does not support IE 5 and below.



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The presentations raised a plethora of questions from the network, which were debated and addressed by the expert presenters and others in the room, who had their own experience of the issues. The lively discussion which ensued showed exactly why it is so important to bring this network together.



In closing the event, Sheila Watson, Executive Secretary of the GFEI, and Director of Environment at FIA Foundation, said:

It was just amazing to see so many representatives of our GFEI network

together in Paris. I never imagined when the GFEI was established just over 4 years ago, that we would have such expert partners, such an active and energetic network, and a reference to our objectives in the High Level Panel report to the UN process for post-2015 sustainable development goals. No one doubts that there is a great deal of work still to do, but we leave this event full of energy and enthusiasm for the tasks ahead. I really hope that we will do this again very soon.

Feedback from attendees

"I think this form of our cooperation is very perspective for finding the best solutions for improvement of vehicle's fleet fuel efficiency in our countries."

"Thank you very much for such an excellent meeting. It was a great pleasure to meet all of you and I am looking forward to our next gathering."

"Thank you, the networking event was very resourceful for us and will allow us to focus our agenda on issues relevant to prevailing global and regional conditions as discussed at the event."

"Kudos to you and your team for putting together such an organized and very useful networking meeting for GFEI."