



GFEI launches 'State of the World' Annual Report

The Global Fuel Economy Initiative (GFEI) has launched its Annual Report which reviews progress on fuel economy policies worldwide, and assesses further work needed to reach GFEI targets.

The report, titled 'State of the World 2014: the world is shifting into gear on fuel economy' finds that increasingly, countries are acknowledging the need for strong policies on fuel economy and are investigating, developing and implementing those policies. However, there is still a long way to go to reach the Global Fuel Economy Initiative (GFEI) 2030 target of a 50% reduction in new car fuel consumption (L/100km) compared to 2005 levels, particularly in non-OECD countries.

The report was launched at the Transportation Research Board annual meeting in Washington DC on 14 January.

These include: The US and Canada became the first countries to set fuel economy standards towards 2025, and Mexico set its first standards; the EU, China and Japan updated, tightened and extended light-duty fuel economy standards; standards were developed though not yet implemented in India, while discussions on standards are underway in some Southeast Asian and Latin American countries; Mauritius developed and implemented what appears to be the first fuel economy/CO₂-based feebate system in the developing world; and Chile introduced its first ever fuel economy labelling policy.

Although fuel economy data for new car sales in most countries is not yet available beyond 2011, the rate of fuel economy improvement in major countries around the world was faster between 2008 and 2011 than it was between 2005 and 2008, which is encouraging.

Of key concern is the need for further improvement particularly in non-OECD countries. Average new light-duty-vehicle (LDV) fuel economy in the OECD improved by 2.7% per year between 2008 and 2011 while in non-OECD countries it improved by only 0.6% (based on an IEA sample of countries including most major markets). This caused average OECD fuel economy to surpass non-OECD possibly



Fuel Economy State of the World 2014
The World is Shifting into Gear on Fuel Economy



for the first time, with 2011 averages of 7.0 L/100km in OECD and 7.5 in non-OECD.

The report emphasises that a faster pace of fuel economy improvements is needed if the GFEI targets are to be reached. Overall the global average of 7.2 L/100km represents a 0.8% annual improvement since 2005 slower than the pace needed to reach 4 L/100km by 2030. From the position in 2011, a 3% per year improvement will be needed to get there.

The report also includes key GFEI achievements and findings during the year, including engagement with a range of governments worldwide, analysis of the variation in fuel economy policies in different countries, reports on the net costs and benefits of fuel economy improvement, coverage of issues ranging from managing second hand car imports to measuring in-use fuel economy and pollution emission reductions.

Download the GFEI State of the World 2014 Report from http://www.globalfuelconomy.org/Documents/Publications/gfei_state_of_the_world_2014.pdf



The Caribbean commits to fuel economy

The UNEP, FIA Foundation and CARICOM hosted the Cleaner Fuels and More Efficient Vehicles Conference for the Caribbean conference, 3-4 February 2014 in Kingston Jamaica. Attendees included representatives of 6 Caribbean countries, the Jamaican Automobile Association, international experts and other local stakeholders, who took part in a lively discussion around the issues of cleaner fuels, cleaner vehicles, and steps needed to reach important targets such as achieving low-sulphur fuels. The meeting resulted in a statement by Caricom regarding findings from the meeting and priority actions going forward, that was supported by the participating country representatives.

A major focus was on improving light-duty vehicle fuel economy. It was noted that nearly all vehicles are imported into Caricom countries, and 2nd hand

vehicles typically represent half or more of imports each year. Some Caricom countries have age restrictions on imports, such as Jamaica which limits imports to 5 years old vehicles. There are fairly high tariffs on imports possibly creating opportunities for differential taxation of vehicles on the basis of emissions. The importance of data and beginning to track the models of vehicles coming in as a basis for policy were discussed and there was strong interest in steps toward labelling programs. Since most vehicles are imported from Japan it was expected that gaining information for a basic labeling program should not be difficult for those vehicles.

Earl Jarrett, Chairman of the Jamaica Automobile Association (JAA) and member of the Board of Trustees of the FIA Foundation, stated that the main objectives of the conference are to “strengthen vehicle emission and fuel quality standards; as well as, to promote fuel economy to support a more fuel efficient auto fleet in the Caribbean.”

“It is critical that countries, such as Jamaica; and others in the Caribbean Region, tackle the risks posed by



the continued use of fossil fuels and uninhibited vehicle emissions that can have a negative impact on our people and the environment,” Mr. Jarrett said.

The meeting concluded with an agreement around priority actions, of which promoting GFEI and fuel economy through the UN's post 2015 process was one.

UN Secretary General's Post-2015 report highlights sustainable energy

UN Secretary General Ban Ki-moon has highlighted global measures to double the rate of improvement in energy efficiency worldwide as part of his recommendations for making progress towards the Millennium Development Goals and forming the new development agenda beyond 2015.

In his new report submitted to the UN General Assembly, the UN Secretary General highlights the Sustainable

Energy for All (SE4ALL) as an initiative which can contribute to accelerating progress towards the MDGs. GFEI is part of SE4ALL as a ‘High Impact Opportunity’ and is its leading initiative on fuel economy.

SE4ALL aims to provide universal access to modern energy, double the global rate of improvement in energy efficiency and double the share of renewables in the global energy mix, all by 2030.

The new report also includes sustainable energy as a key contributor towards promoting inclusive and sustainable growth and decent employment in the new development goals post-2015.

The UN Secretary General's report will provide an influential contribution to the discussions and negotiations of Member States in charting a way forward Post-2015. It has been submitted to the forthcoming 68th Session of the UN General Assembly due to open in September.



The UN Secretary General's recommendations follow the earlier report by the UN High Level Panel on the Post-2015 Agenda which outlined a suggested Goal for Secure and Sustainable Energy, in line with the GFEI's targets for a 50% improvement in vehicle fuel economy in new LDVs by 2030 and across the total global car stock by 2050.

The HLP's suggested Goal was a recommendation to ‘double the global rate of improvement in energy efficiency in buildings, industry, agriculture and transport’.

GFEI contributes to UN Post-2015 high level debate

The Global Fuel Economy Initiative has been highlighted as a key contribution to the UN's Sustainable Energy for All (SE4ALL) initiative which aims to double the global rate of energy efficiency within the UN's Post-2015 Development Goals.

The GFEI was part of the main UN 'Open Working Group' session on energy in the Post-2015 Sustainable Development Goals, held at UN headquarters in New York on 27 November 2013.

At the session, United Nations Secretary General Ban Ki-moon and World Bank Group President Jim Yong Kim announced a concerted effort by governments, international agencies, civil society and private sector to mobilize financing to scale up energy efficiency globally as well as universal access to modern energy services.

UN Secretary General Ban Ki-moon said that tangible initiatives on sustainable energy will be of major importance in forming the post-2015 development agenda. "Energy powers growth and opportunity. We count on all actors to lead

by example in scaling up and accelerating action that will provide clean, efficient and sustainable energy for all."

Kandeh Yumkella, the Secretary-General's Special Representative for Sustainable Energy for All, pointed to widespread support for not only Sustainable Energy for All from numerous partners, but for energy to be at the heart of any negotiated outcomes on a Post-2015 Development Agenda. "Eighty-one countries are now participating in this initiative," he said. "Their action is complemented by that of private sector companies and associations, as well as civil society groups. We will continue to work with key stakeholders to achieve sustainable energy for all, to drive action that transforms lives."

The GFEI is a High Impact Opportunity of SE4ALL, and took part in discussions on how global energy efficiency will contribute to the Sustainable Development Goals. Sheila Watson, FIA Foundation Director of Environment and GFEI Executive Secretary, presented at the session along with Achim Steiner, Executive Director of the UNEP. High level participants also included Kandeh Yumkella, UN Special Representative for SE4ALL, Ambassador Ib Petersen Permanent Representative of Denmark to the UN, with Ambassador Octavio Errázuriz Permanent Representative of Chile to the UN.

Sheila Watson said: "As negotiations over



the post-2015 Sustainable Development Goals progress, the United Nations recognises that sustainable energy, and energy efficiency globally is crucial. There is recognition of the contribution of the transport sector, and the central role of the GFEI in this which is most encouraging. If the post-2015 goal is to double the rate of energy efficiency globally, against the context of a tripling of the vehicle fleet worldwide, the targets of the GFEI will be absolutely vital to this task. Of course the GFEI already has a framework in place and work has already begun to achieve this agenda, so we look forward to continuing to play a constructive role in shaping the post-2015 development agenda."

Ambassador Octavio Errázuriz thanked the GFEI for its support with Chile's first ever fuel economy policy. GFEI has provided advice and support to the Chilean Government on a range of issues including fuel economy labelling processes, fuel economy standards, a CO2 index for the national vehicle fleet, and proposing a fuel economy feebate system designed in collaboration with the Environment and Financial Ministries.

FIA Foundation launches Safe, Clean, Fair, Green agenda for post-2015 framework

At its Annual General Meeting, the FIA Foundation has presented 'Safe Clean Fair and Green', its agenda for post-2015 sustainable mobility. The agenda is aimed at the United Nations' consultations for global development

policy to replace the Millennium Development Goals when they expire in 2015. The Safe, Clean, Fair and Green agenda builds on the FIA Foundation's advocacy for sustainable transport to be recognised as a new priority in the post-2015 Sustainable Development Goals (SDGs).

This agenda for post-2015 sustainable transport was also presented to the United Nations at the Open Working Group on the Sustainable Development Goals on 7 January 2014.

Sheila Watson, Executive Secretary of the Global Fuel Economy Initiative (GFEI) and Director of Environment for the FIA Foundation also spoke. In her intervention she urged the UN to include a target to double vehicle fuel economy in



the Post-2015 Development Goals. 'Such a target would be relevant, measurable and realistic, and work to achieve is already happening now in over 20 countries worldwide, with the support of GFEI. It is essential that we grasp the low-hanging fruit of vehicle efficiency if we are to enjoy the development benefits of greater mobility, without the potentially disastrous costs to our climate and economies.'

◉ IEA launches roadmaps for greater fuel economy

"Tackling road transport energy use is vital to enhancing energy security and reducing carbon dioxide emissions globally," IEA Deputy Executive Director Richard Jones, said as he launched two key IEA reports in late 2012. "Conventional combustion engine vehicles are set to be around for a long time and without the right policy mixes, like the ones described in these publications, the demand for energy from road vehicles will be unsustainable."

One report, Technology Roadmap: Fuel Economy for Road Vehicles, describes the technologies needed (such as high-pressure fuel injection systems) to achieve a much more efficient road-vehicle stock by 2030, while the second, Policy Pathway: Improving the Fuel Economy of Road Vehicles, describes the policy packages, made up of fuel economy labeling, standards and fiscal policies, that can help deliver improved fuel economy.

With the right policies, countries can use available, cost-effective technologies to greatly improve the fuel economy of road vehicles over the next 10 to 20 years, and at the same time save billions of US dollars in fuel costs but governments need to act quickly.

◉ New GFEI guidance on international funding sources

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 handbook will supplement the existing in-country policy toolkit which GFEI is using to promote fuel economy policies around the world, in countries such as Indonesia, Kenya, Ethiopia and Chile.

◉ Spotlight on Australia

GFEI has once again offered its support to the fourth GreenZone Drive public education event held in August, in Australia.

This time the event travelled to Queensland, where seven manufacturers or importers presented 22 individual vehicles to the general motoring public, fleet operators, general, environmental, business and motoring media, and local and state government, at both political and administrative level.

Over the full course of the weekend more than 300 drives were undertaken, utilising a preset 4 km/12 minute drive loop that allowed a mix of driving along dual carriageway and suburban streets.

◉ GFEI partnership expands

The University of California, Davis Institute of Transportation Studies (ITS-Davis) has become a partner of the Global Fuel Economy Initiative.

The Institute is a leading global university centre on sustainable transportation and works with all major stakeholders in its field. Lew Fulton, who had played an integral role in the development of the GFEI while at the International Energy Agency will continue his work with GFEI at ITS-Davis.

ITS-Davis is the latest organisation to join the GFEI following the International Council on Clean Transportation (ICCT) earlier this year. There are now six partners including ITS-Davis: the FIA Foundation, the International Energy Agency, International Transport Forum and the UNEP as well as ICCT.

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On the Next Newsletter

A full report of our 2013 GFEI
Global Networking Meeting in Paris.

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newsletter can be found at
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