

ROUND UP OF COUNTRY ACTIVITIES

Africa

Ethiopia

Together with the Ethiopian Transport Authority and the Addis Ababa Institute of Technology, draft fuel economy regulations were developed and submitted to government for review and approval. These policies include (a) mandatory fuel efficiency and emission certificate requirement for all vehicles (imports and locally assembled), (b) eco-driving awareness raising, (c) ban on importation of old used-vehicles, (d) introduction of tax incentives for hybrid and electric vehicle, and (e) improvement of vehicles maintenance infrastructure.

Kenya

As part of the agreement between UNEP and the Energy Regulatory Commission (ERC) of Kenya to promote cleaner and more efficient fuels and



vehicles, the University of Nairobi has been engaged to do a baseline analysis of the vehicle fleet and

update the average fuel efficiency in Kenya. Preliminary results were presented to a multi-agency task team composed of representatives from Government, the University of Nairobi and UNEP in November 2013. The results showed that about 99% of all newly registered vehicles in 2012 were imported second-hand vehicles. About 88% of the newly registered vehicles run on petrol and dominated by vehicles with engine displacements of 1501-2000cc, closely followed by vehicles with engine displacement of 1301-1500cc. However, diesel powered vehicles become more prominent as engine displacement increases and consumes more fuel and emits more air pollution and greenhouse gases, including black carbon. Further work is being undertaken by the ERC and the University of Nairobi to come up with appropriate national policies, like fuel economy labelling.

Mauritius

In Mauritius, UNEP and its partners have assisted the government in reviewing the implementation of its Excise Bill (2011) and including a CO₂ levy on motor cars or the granting of a CO₂ rebate from the excise duty payable on motor cars and for this policy to be in line with the objectives of the GFEI, making this policy probably the first "feebate" system in the developing world. On 22-23 July 2013, Mauritius held a national workshop to launch their national fuel economy project. The project with Mauritius on cleaner and more efficient fuels and vehicles will establish average fuel efficiency over time for the vehicle fleet and determine the impacts of various government policy interventions to promote cleaner and more efficient vehicles, like the feebate

system. Mauritius is also receiving further support through GEF 5.

For more information:

http://www.unep.org/Transport/PCFV/regions/mauritius_fuelefficiency.asp

Benin

A national workshop to launch the cleaner, more fuel efficient vehicles project, coordinated by the Ministry of Environment, was held on 4-5 June 2013 in Cotonou, Benin. Eighty one participants attended the workshop including representatives from Togo, and Cote d'Ivoire. This project is important for Benin as the bulk of vehicles imported into the country are old second-hand vehicles – over 88%, hence the need to promote the import of cleaner fuel efficient cars. An inter-agency task force was established to coordinate the project. An assessment of the vehicle inventory and import trends is being conducted in order to establish the baseline fuel economy of the vehicle fleet in Benin.

For more information:

http://www.unep.org/Transport/PCFV/regions/benin_fuelefficient.asp

Côte d'Ivoire

A national cleaner and efficient fuels and vehicles project with support from GEF 5 has started in the country. Baseline vehicle fleet analysis is underway.

Other countries

Nigeria, Uganda, and Zambia are considering developing national fuel economy projects.

Asia

Indonesia

The Komite Penghapusan Bensin Bertimbel (KPBB) is implementing a public campaign to promote cleaner and more efficient fuels and vehicles in Indonesia as part of the agreement signed with UNEP, the Ministry of Environment, and KPBB in May 2013. Public campaigns and dialogue with relevant stakeholders are underway. A cost-benefit analysis on cleaner fuels and fuel economy has been conducted and highlighted a net benefit of US\$70 billion and potential fuel saving for the next 26 years when fuel efficiency standards are adopted. A fuel economy labelling scheme is currently being considered. In parallel, the government of Indonesia has implemented a taxation scheme favouring producers of affordable “eco-cars”. The inexpensive, fuel efficient cars are divided into two categories: cars with gasoline engines of up to 1,200cc and diesel and semi-diesel engines of up to 1,500cc. Both types of cars should be able to run at least 20kms per litre of fuel.

Kazakhstan

Together with our regional partner for the Central Asian Region, the Central Asia Regional Environment Centre (CAREC), a project to promote cleaner and more efficient fuels and vehicles in Kazakhstan was carried out. The report includes an overview of the transport sector focusing on fuel quality, vehicle emission standards, and fuel economy in Kazakhstan including a roadmap for stricter fuel quality and vehicle emission standards and introducing fuel economy policies. The report also provides some insights on how cleaner and more efficient fuels and vehicles policies can be introduced or strengthened in other Central Asian countries

For more information:

http://www.unep.org/Transport/new/PCFV/ap/kazakhstan_roundtable.asp



Philippines

Together with Clean Air Asia, a baseline analysis of fuel economy of light-duty vehicles in the Philippines is being conducted in coordination with relevant stakeholders. Clean Air Asia is also supporting the Philippine Department of Energy in organizing the national task force meetings to discuss introduction of cleaner and more efficient fuels and vehicles in the Philippines. In September



2013, a Forum was organized to learn from the experience of Thailand in setting fuel economy standards (fuel consumption limits) and policies. A Representative from the Thailand Department of Alternative Energy Development and Efficiency (DEDE) presented the Thai proposed fuel consumption limits and discussed with Filipino stakeholders. The national baseline setting for fuel economy is planned to be released within the first half of 2014. (for update)

Thailand

UNEP and Clean Air Asia are supporting the Thailand Department of Alternative Energy Development and Efficiency (DEDE) of the Ministry of Energy for the implementation of their proposed fuel consumption limits for light-duty vehicles. DEDE in partnership with the Thailand Automotive Institute is setting the national baseline for light-duty



vehicles (petrol and diesel) using updated data and testing procedures considering Euro 4 type-approval process. Thailand has moved to Euro 4/IV vehicle emission standards (for light-duty and heavy-duty vehicles) and 50ppm sulphur in petrol and diesel nationwide by the end of 2012. The revised draft fuel economy standards are expected to be completed within the 1st half of 2014. (for update)



Vietnam

In 2011, UNEP signed an agreement with the Ministry of Transport to develop fuel economy standards for Vietnam. The proposed National Fuel Consumption Limits for Motorcycles, Mopeds and Light Duty Vehicles have been adopted as voluntary standards by the Directorate for Standards, Metrology and Quality (STAMEQ) in early 2014.



Bangladesh

Clean Air Asia, a regional partner of UNEP, entered into an agreement with the Bangladesh Department of Environment (DOE) of the Ministry of Environment and Forestry (MOEF) on 30 April 2013. A National Task Force formed in May 2013, composed of Environment Ministry, the Bangladesh University of

Engineering and Technology, the Transport Ministry, and the refinery sector in Bangladesh, is reviewing the draft roadmap of Bangladesh on cleaner fuels and vehicles including heavy-duty diesel emission standards with the aim to bring the introduction of Euro vehicles emissions standards forward and the introduction of 50ppm fuel sulphur standards. Bangladesh has an existing roadmap for cleaner fuels and vehicles (for fuel quality and for both light-duty and heavy-duty vehicles) that plans for implementing Euro 4/IV and 50ppm sulphur in Dhaka and Chittagong by 2019. Fuel economy policies and measures are also being discussed.

For more information:

<http://cleanairinitiative.org/portal/node/12150>

Sri Lanka

UNEP together with the Sustainable Energy Authority and the Clean Air Sri Lanka is developing a project to promote fuel economy policies in Sri Lanka. A baseline analysis of the light-duty vehicle fleet in the country as a preparatory step in developing appropriate fuel economy policies for the country will be undertaken in the last quarter of 2014.

Nepal

UNEP and Clean Energy Nepal has started a baseline analysis of the light-duty vehicle fleet in the country and has engaged with relevant stakeholders in raising awareness of fuel economy policies.

India

The Low Carbon Mobility Planning project of UNEP has contributed to the adoption of national fuel efficiency standards in India. The country adopted in early 2013 the Indian Fuel Efficiency Standards for light-duty vehicles, which seeks to improve fuel efficiency of cars by about 18%, from the average of 14.1 km/litre (7.1 L/100km) of petrol to 17.3 km/l (5.8 L/100km) and from 15.5 km/l (6.4 L/100km) to 19.9 km/l (5.1 L/100km) for diesel cars by 2015. The ICCT, GFEI partner, has actively supported the government of Indonesia in drafting these standards.



Latin America and the Caribbean

Chile

CMMCh is starting cooperation with VTT Finland in cooperation with the emission labs of Ministry of Transport in Chile to develop driving cycles, test procedures and vehicles test to estimate the actual fuel economy and vehicle emission of buses in conditions that represents the Latin American region in a realistic way. This will inform Sao Paulo, Santiago, Lima, Montevideo and the other major cities in the region to take a more informed decision about the new buses that they will use by 2035.

Jamaica

The GEF 5 GFEI project will be signed with Jamaica in July 2014. This is a 4 year project to end in 2017 with the aim of developing policies to promote more fuel efficient vehicles. Agreements will be signed with the Ministry of Water, Land, Environment and Climate Change (MWLECC) and the University of Technology of Jamaica (UTECH). Through this GEF project there will also be further regional support.

Peru

UNEP and our regional partner for LAC, Centro Mario Molina Chile, (CMMCh), are supporting the development of cleaner and more efficient fuels and vehicle policies in Peru. A review of the current vehicle emission standards and the implementation timeframe of 50ppm sulphur in fuels have been conducted and recommendations are being drafted. These recommendations were presented at a national meeting in Lima on 10-11 June 2014. A black carbon emissions analysis, in support of the Clean Diesel Strategy is also on-going. The GEF 5 GFEI project will be signed with Peru in July 2014. This is a 4 year project to end in 2017 with the aim of developing policies to promote more fuel efficient vehicles. This will support the ongoing work in

Peru. Agreements will be signed with the Ministry of Environment (MINAM) and an implementing agency still to be determined. Through this GEF project there will also be further regional support.

Paraguay

In 2012 UNEP and Petrobras cooperated on a joint project in Paraguay. The sulphur in diesel was at 5,000ppm which is made more significant by the fact that 90 per cent of the vehicles in the country are diesel. The project included the establishment of a National Task force on cleaner fuels and more efficient vehicles. A first air quality monitoring study and the drafting an action plan that was presented to Congress in 2010. This resulted in legislation that led to a new standard of 1,800ppm sulphur in diesel in 2014 nationwide and 50 ppm in cities with 10 ppm available..

In 2013 UNEP signed a Memorandum of Understanding with the Commission of Natural Resources and Environment (CONADERNA) to continue to the work in Paraguay with a target of 50ppm in sulphur as well as improved vehicle emission standards and fuel efficiency. In Feb 2014, the PCFV through the Centro Mario Molina Chile (CMMCh) started a second air quality monitoring study in the city of Asuncion. This study will give an updated diagnosis of the air quality situation in the country related to mobile sources. There is a great deal of public interest and support for the project as the air quality situation is one of major concern to the population.

See links attached below:

In April 2014 the Parliament of Paraguay approved the Air Quality Law. This is a very important result of the process that the Transport Unit of UNEP have been supporting in Paraguay through the PCFV, with the leadership from the CONADERNA and with cooperation of Petrobras-Paraguay and CMMCh. This new law gives more power to public institutions in all aspects related with air quality management, including fuels and vehicles standards. Paraguay is the first country in LAC with a special law for air quality. The new law is an important example for the rest of the Latin America and the Caribbean region and especially with regard to the LAC Regional Plan on Air Pollution that was adopted by the Ministers of Environment in March of this year.



For more information:

<http://www.ip.gov.py/index.php/sociedad/item/5377-inicia-segundo-estudio-de-calidad-del-aire-en-asuncion>

<http://www.agendalegislativa.com.py/bicameral-2/1286-inician-segundo-estudio-sobre-calidad-de-aire-en-asuncion>

<http://www.revistaplus.com.py/arag-estudio-de-calidad-del-aire-en-asuncion/>

<http://www.senado.gov.py/index.php/noticias-2/169501-ante-alarmanentes-niveles-de-contaminacion-reanudan-monitoreo-de-calidad-del-aire-2014-05-21-14-40-12>

<http://www.paraguay.com/nacionales/tecnicos-chilenos-evaluaran-la-salud-atmosferica-del-gran-asuncion-108683>

<http://www.nanduti.com.py/v1/noticias-mas.php?id=86199&cat=Ecologia>

http://www.economiavirtual.com.py/index.php?option=com_k2&view=item&id=9418:petrobras-y-otras-organizaciones-realizar%C3%A1n-nuevo-estudio-de-calidad-del-aire&Itemid=357

Guatemala

The Ministry of Environment of Guatemala has requested support from the Transport Unit of UNEP on cleaner fuels and more efficient vehicles. This national support will start in August 2014 with a national workshop in Guatemala City, followed by national activities.

Other countries

Ecuador, Uruguay, Barbados, St Lucia, Costa Rica, and St Vincent and the Grenadines, are also pursuing development of national fuel economy policies.

Eastern Europe and the Caucasus

Georgia

A white paper on fuel economy options for Georgia by the Caucasus Fuel Economy Initiative National Steering Committee to various ministries for endorsement. The white paper stresses the need for taxation reform in order to improve the fuel economy of the automotive fleet and is available online from:

<http://www.globalfuelconomy.org/updates/2014/Pages/CaucasusFuelEconomyInitiativePublishesWhitePaperonOptionsforImprovingAutoFuelEconomyinGeorgia.aspx>.

By gathering and analyzing data from the Georgian car fleet (both imported new and used vehicles) from 2008, 2010, 2011 and 2012 using the GFEI Fuel Economy Policies Impact Tool (FEPIt) and the (upcoming) GFEI Feebate Simulation tool, a list of actions was produced that, will inform the development of a national auto fuel economy improvement plan in Georgia.

The White Paper outlines five specific supportive strategies to create or improve existing systems to increase Georgia's auto fuel economy and reach a national average of 140g CO₂/km by 2020 (as projected by FEPIt), including:

- Vehicle fuel economy labeling
- Used import restriction (in terms of vehicle age)
- CO₂-based light duty vehicle acquisition and/or registration tax

- CO₂-based light duty vehicle ownership tax
- Fuel quality standards (as a supportive measure for cleaner, more efficient technology)

Georgia's LDV fleet is characterized by an ageing fleet, primarily imported from Western Europe, Japan, and the USA, with an average fuel economy of 189 grams of CO₂/km in 2012. This is one of the worst fuel economies of a fleet in Europe and well above the global average (as of 2011 the global fuel economy average for LDV's is 167g CO₂/km (7.2 Lge/100km) according to the latest GFEI global analysis). This situation has developed due to Georgia's inefficient LDV legislation system, in particular its taxation regime for vehicle imports that does not incentivize cleaner, more efficient vehicles but rather encourages the purchase of older vehicles.



The initiative's steering committee in Georgia approved the white paper and includes the European Union Delegation to Georgia, the United States Agency for International Development, the national Environmental Protection and Natural Resources Committee of the Parliament of Georgia, the Ministry of Environment and Natural Resources Protection, the Ministry of Internal Affairs, and the Ministry of Economy and Sustainable Development of Georgia, among others.

Macedonia

The Country Office of the Regional Environmental Center for Central and Eastern Europe (REC), UNEP's regional partner in Eastern Europe and the Caucasus, is implementing cleaner and more efficient fuels and vehicles project in FYR Macedonia. To prepare for the Global Environment Facility (GEF) 5 supported national fuel economy project in Macedonia, REC is conducting a baseline auto fuel economy analysis. UNEP has developed an MOU with the Ministry of Environment (MoEPP) for the implementation of a GEF-supported GFEI country project for the development and adoption of a auto fuel economy strategy that includes European fuel economy norms.

Montenegro

UNEP is developing an MOU with the Ministry of Sustainable Development and Tourism for a GEF-supported country project for the development and adoption of a auto fuel economy strategy that includes European fuel economy norms.

Russia

A national auto fuel economy seminar was held in Moscow 17-18 June, in which fuel quality and a possible hybrid fuel economy/vehicle criteria pollutant labeling system for Moscow was discussed. The labeling initiative now supported by the UNEP-supported and GEF funded Russia Urban Sustainable Transport project. A full summary of the meeting can be found here:

<http://www.globalfuelconomy.org/updates/2014/Pages/GFEICo-OrganizesRussiasFirstSpecializedAutoFuelEconomyEvent.aspx>

Middle East, North Africa, and West Asia

Baseline fuel economy analyses for light-duty vehicles are ongoing for Bahrain, Egypt, Jordan, and Tunisia. A regional forum is planned in the second half of 2014 to discuss challenges and solutions in conducting the baseline fuel economy analysis.





Secretariat

Global Fuel Economy Initiative
60 Trafalgar Square
London WC2N 5DS
United Kingdom
+44 (0)207 930 3882 (t)
+44 (0)207 930 3883 (f)

Contact us

Email: info@globalfueleconomy.org
Web: globalfueleconomy.org
 twitter.com/GlobalFuelEcon
#GFEINetwork
 linkedin.in/I9ltFd2



With the support of

