

2019 - GFEI 2.0 refreshed and relaunched **10th** Anniversary 2019

2019 marks ten years since the launch of the GFEI partnership. This year we are looking back at the incredible progress that has been achieved.

From Poland to Argentina and Bangkok to Brussels, GFEI partners have been making the case for urgent policy action to improve fuel economy.

GFEI has been undertaking a strategy review and are planning an exciting re-launch at the ITF summit in May to drive forward progress for the next 10 years.

GFEI'S IMPACT SINCE 2009:

- Significant input into policy in major markets (China, EU, India) and Saudi Arabia.
- Capacity building in 70 countries
- 43 countries completed fuel economy 'baseline' with GFEI support
- At least 8 of these already implemented policy change

GFEI RECOGNISED AS:

- Sustainable Energy for All (SE4ALL) Accelerator initiative
- UNFCCC Transport Action Agenda 'Quick Win'
- G20 Transport Task Group implementing organisation
- Part of expert group and High Level Panel for SDG7.



SAVE THE DATE

Find out more about GFEI and our plans for the next ten years at the ITF Annual Summit, Leipzig (22-24 May 2019)

COP24: the case for global vehicle efficiency

GFEI took centre stage at the [Global Climate Action's event 'Scaling Up Climate Action in the Transport Sector'](#) hosted at COP24 in Katowice, Poland. Caroline Lee from GFEI partner the International Energy Agency (IEA) set out the massive potential benefits of fuel economy policy, including climate change mitigation, financial savings and air quality benefits at the event:

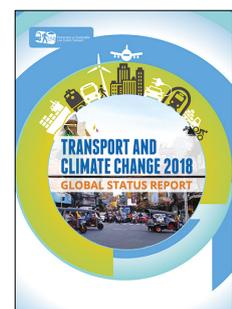
"There are still unrealised benefits that can be reaped from implementing the best practice, highest efficiency, fuel economy standards around the world. If we are to meet the very deep decarbonisation targets from



the transport sector, switching away from internal combustion engines to more efficient electric vehicles will be important."

GFEI is also featured in a new [Transport and Climate Change Global Status Report \(TCC-GSR\)](#) published by the Sustainable

Low Carbon Transport (SLoCaT) partnership, which aims to be a resource for policy-makers to raise ambition on climate mitigation and adaptation in sustainable transport plans and programs. The report contains an entire chapter dedicated to fuel economy.



Supporting the G20 Transport Group

GFEI provides support to the G20 Transport Task Group (TTG), which held its first in-person meeting in Buenos Aires, Argentina in September 2018. GFEI was represented by the International Council for Clean Transportation (ICCT), which has been providing 'deep dive' support for countries to develop Heavy Duty Vehicle (HDV) fuel economy policies.



ASEAN countries adopt fuel economy roadmap



GFEI would like to congratulate ASEAN Member States for the adoption of their new policy

document, *Fuel Economy Roadmap for Transport Sector 2018-2025: With Focus on Light-Duty Vehicles*.

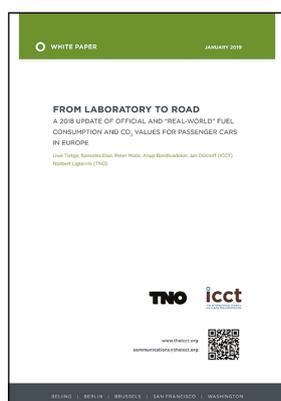
GFEI started working with ASEAN countries through a regional study undertaken by Clean Air Asia in 2011, and have provided regular ongoing support at regional meetings. The roadmap was confirmed at the 24th ASEAN Transport Ministers (ATM) Meeting on 8 November 2018 in Bangkok, Thailand.

Progress on EU standards

The EU has reached an agreement to adopt standards to cut new car carbon emissions by 37.5% in 2030 (with an interim goal of 15% by 2025) compared to 2021 levels. Peter Mock, ICCT Regional Lead for Europe, said:

“The agreement on car and van CO₂ targets for 2025 and 2030 will spur

the industry's investment into low emission vehicles and in particular hybrid and electric vehicles. More efforts will be required to align short term policy measures with the long term climate change mitigation goals, but with its recent decision, the EU has taken an important step towards a fundamental transition of the transport sector.”



Real-world 'gap' stabilising

New analysis by GFEI partner ICCT shows that for the first time since 2012, the discrepancy between the results of passenger vehicle type-approval test results and in-use fuel consumption and CO₂ emissions is not increasing in Europe.

Peter Mock, ICCT Regional Lead for Europe, said:

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UN high-level reception showcases Jamaica

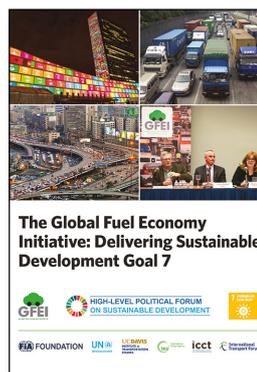


A special reception during the United Nations High Level Political Forum (HLPF) in New York in July 2018, hosted by GFEI, included an exclusive screening of a [new short film](#) on the initiative's capacity-

building and policy support in Jamaica, and a [new report on SDG progress](#). The film includes interviews with government officials, and will form part of the package of training tools used for GFEI's in-country capacity building policy toolkit.

The HLPF [Ministerial Declaration](#) emphasised the

importance of tackling vehicle emissions, stating: "We call upon Governments and other stakeholders to accelerate the pace of transition towards renewable energy, especially in end-use sectors such as transport" before calling for "resource efficient transport systems and new efficiencies in energy consumption."



COUNTRY UPDATES

Latin America and the Caribbean

- GFEI hosted an important regional conference in **Jamaica** in December 2018 to share progress on developing fuel economy policies, and to agree a roadmap for cleaner, more efficient vehicles **across the Caribbean region**.
- In November 2018, ICCT presented a concept proposal to the Ministry of Environment of **Peru** for discussion of a 'feebate' concept, which would maintain current tax revenue levels while incentivising improved fuel economy.
- In August 2018, **Paraguay's** Ministry of Environment hosted a meeting in Asunción to launch the initiative. Around 60 people attended the launch workshop.



Africa

- GFEI supported a national workshop in November 2018 to disseminate draft electric mobility policies for implementation in **Ghana**. Stakeholders agreed on the need to develop policies to enable the transition to electric mobility to reduce emissions from transport.
- A national stakeholder workshop in **Mozambique** to discuss fuel economy trends and consider policy options took place in September 2018. The average age of the national vehicle fleet is 13-15 years. In recent years, there has been a significant increase in import of motorcycles, which accounted for 11% of the national fleet.



Asia Pacific, Central Asia and Eastern Europe



- GFEI hosted a meeting of stakeholders from **APEC member** countries at the start of the Better Air Quality (BAQ) conference in Kuching in November 2018, to share experiences and learnings. At the event, the **Malaysia** Automotive Institute (MAI) announced a study to develop the Malaysia Driving Cycle (MDC), a test cycle that takes into account local conditions.

- GFEI supported a workshop in the **Philippines** in September 2018 to discuss with private sector representatives proposed guidelines on fuel economy labelling for light duty vehicles, which the government plans to introduce on a voluntary basis in 2019.



- GFEI partner CAREC (the Regional Environmental Centre for Central Asia) held a regional seminar in July 2018, which included presentation of a baseline fuel economy study for **Kazakhstan**. GFEI is now supporting the country to develop fuel economy proposals.
- GFEI has supported **Ukraine** to undertake a detailed analysis of the fuel economy of newly registered vehicles. In late 2017, the Ukrainian Parliament adopted a provisional exemption on value-added tax and excise tax for all electric vehicles for 2018, which it is now working to extend through 2019.

“The Global Fuel Economy Initiative plays an important role in raising the profile of vehicle fuel economy and CO₂ emissions in global policy debates.”

Professor Dan Sperling, founding Director of Institute of Transport Studies, UC Davis



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