

THE GLOBAL FUEL ECONOMY INITIATIVE: TARGETS

The Global Fuel Economy Initiative (GFEI) sets targets that are ambitious, trackable, policy relevant, and easily communicated, to inspire concerted policy action to cut CO₂ emissions from road vehicles.

GFEI's original targets focused only on light-duty vehicles, and included the target to double vehicle efficiency by 2030, in line with the Sustainable Development Goal on energy efficiency (target 7.3).

In 2017, GFEI announced targets for Heavy Duty Vehicles, including a 35% improvement by 2035. These targets remain achievable.

As part of GFEI's re-launch to mark its 10 year anniversary in 2019, a new set of CO₂

reduction targets for these vehicles plus transit buses and 2/3 wheelers, were also added. The targets which require the carbon intensity of the global electricity grid to decrease by at least 90% between 2020 and 2050 are the first of their kind in this sector, and are shown in the table below.

GFEI's analysis has shown that continued improvements in vehicle efficiency plus the aggressive introduction of electric vehicles combined with decarbonisation of the electricity grid can achieve a significant reduction in fleet wide well-to-wheel CO₂ emissions by 2050. However, this is not enough to achieve the Paris goals and so other measures that reduce vehicle use altogether, are necessary for emissions reductions to be even higher.

GFEI TARGETS

Vehicle type	Fuel Economy / CO ₂ Improvement		
	2030	2035	2050
Passenger Light Duty Vehicles	50%*		90%
Heavy Duty Vehicles		35%*	70%
Transit Buses		65%	95%
2 / 3 Wheelers		80%	95%

Note: All improvements from a 2005 baseline. All improvements shown as 'per-kilometre CO₂ emissions', except original GFEI targets marked with (*) which remain as 'per-kilometre fuel consumption'. These CO₂ targets require the carbon intensity of the global electricity grid to decrease by at least 90% between 2020 and 2050.

Passenger light-duty vehicle targets

Double global fuel economy of new vehicles by 2030, reduce CO₂ emissions by **90%** by 2050



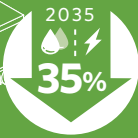
Two & three wheel vehicle targets

Improve fuel economy to reduce CO₂ emissions by **80%** by 2035 and **95%** by 2050



Heavy-duty vehicle targets

Improve new vehicle fuel consumption **35%** by 2035 - CO₂ reduction target of **70%** by 2050

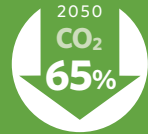
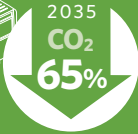


Decarbonising road transport to tackle climate change

A new fleetwide CO₂ reduction target of **65%** by 2050 compared with 2005. To comply with the Paris Agreement's less than 2 degree scenario, better fuel efficiency of conventional vehicle technologies; a faster transition to electric vehicles; a faster decarbonisation of the electricity grid; and additional 'avoid' and 'shift' measures eg more non-motorised mobility, are all needed

Transit bus targets

Improve fuel economy to reduce CO₂ emissions by **65%** by 2035 and **95%** by 2050



To achieve these targets, the carbon intensity of the global electricity grid will need to decrease by at least 90% between 2020 and 2050

Source: GFEI Working Paper 20 - Data based upon 2005 baseline



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