



# Top Reasons for Supporting Cleaner, More Efficient Vehicles

Transport-related greenhouse gas emissions account for approximately one-quarter of energy-related CO<sub>2</sub> emissions globally, and are expected to rise to one-third by 2050. The world's light duty vehicle fleet is set to at least triple by 2050, at which time two-thirds of the planet's vehicles will be found in developing countries (compared to about a quarter today).

Global efforts to mitigate climate change can only succeed with improved vehicle efficiency worldwide. In addition, CO<sub>2</sub> reductions must be paired with vehicle emission standards to reduce conventional pollutant emissions, including dangerous particulate matter.

The global economy is set to quadruple while the global demand for transportation is set to more than double by 2050, the fastest increase of any economic sector. A greener transport sector is central to a low carbon economy and will help to create significant investment and employment opportunities. Cleaner, more efficient vehicle systems are a major part of the sustainability picture and a cost-effective way of improving the energy efficiency of the sector as a whole.

This summary highlights some of the most compelling reasons for countries to address vehicle efficiency. More reasons and resources are available from [www.globalfuelconomy.org](http://www.globalfuelconomy.org).

## Improved vehicle fuel efficiency...

**is key to addressing climate change.** The adoption of more efficient vehicles concurrently with cleaner fuels and stringent emission standards will significantly improve our ability to meet climate change mitigation targets. Even if vehicle kilometers driven double by 2050, vehicle fuel efficiency improvements and emission standards would cap CO<sub>2</sub> emissions from cars at current or lower levels.<sup>1</sup>

**improves urban air quality by reducing conventional emissions, including particulate matter and black carbon.** According to research<sup>2</sup>, improving vehicle efficiency is one of the most cost effective interventions to reduce transport-related emissions (ie. NO<sub>2</sub>, PM and black carbon). Cleaner, more efficient vehicle technologies can also significantly reduce<sup>3</sup>, environmental damage and lost economic potential.

<sup>1</sup> "50BY50 Report" The Global Fuel Economy Initiative, 2009: 4

<sup>2</sup> McKinsey 2009

<sup>3</sup> The World Health Organization estimates that 800,000 people die prematurely each year from urban air pollution.



## Improved vehicle efficiency...

**leads to foreign exchange savings and lower oil import bills.** Financial savings can be achieved through reducing the energy demand and petroleum imports of a country. Improvements in auto fuel economy can result in estimated savings in annual oil import bills worth over USD 300 billion in 2025 and 600 billion in 2050.<sup>4</sup>

**increases fuel cost savings for consumers.** For many individuals, most or all of the cost of improved technology in more fuel efficient cars could be offset by the fuel saved in the first few years of car usage, especially at higher oil prices.

**is one of the best ways to reduce economic vulnerability to oil shocks and improve energy security.** Many developing countries are net fuel importers and therefore vulnerable to volatile oil prices in international markets. Policies that reduce the size of the net oil import bill relative to GDP – e.g. vehicle efficiency policies, fuel switch to renewables - will lessen the impact of future price shocks.

**Want to know how you can plan for cleaner, more efficient vehicles? There are a number of organizations and experts ready to work with you to develop solutions.** The Global Fuel Economy Initiative's Auto Fuel Efficiency Tool, available from [www.globalfuelconomy.org](http://www.globalfuelconomy.org), provides technical advice, examples from countries worldwide, networks of expertise, and additional reasons for improved efficiency.

### GFEI targets

A reduction in L/100km of:

30% by 2020 in all new cars in OECD countries.

50% by 2030 in all new cars globally.

50% by 2050 in all cars globally.

<sup>4</sup> Based on an oil price of USD 100/bbl.

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