The Global Fuel Economy Initiative (GFEI)

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The Global Fleet...

... is set to triple....

.... with 90% of this growth taking place in developing countries...
Climate Change

Transport sector’s contribution increasing more rapidly than any other sector....

CO2 emissions set to double...

Short lived climate pollutants – black carbon – now second most important climate pollutant

CO2 emissions from the global light duty vehicle fleet – GFEI 2009
• Potential for transport to reduce 4 GT/yr in 2030 and 8 GT/yr in 2050 (IEA MOMO model 2015)
• Comprehensive approach needed:
  • Avoid transport, for example through better city planning
  • Shift to efficient transport modes, like public transport
  • Improve through cleaner vehicles
• Biggest potential with improving vehicle efficiency – the yellow wedge
WHAT CAN FUEL ECONOMY DELIVER?

Financial Savings

$2 trillion savings

A total of $2 trillion could be made in fuel savings by 2025, $500 billion of which would fund the costs of initiating a transition to electric vehicles.

Lower carbon emissions

300 fewer power stations

The 33Gt of CO₂ that could be saved between 2015 and 2050 is roughly the equivalent of closing 300 coal power stations over the same time period.

Reduced dependence on oil

Air quality benefits

From associated improved vehicle emissions standards
FUEL ECONOMY STATE OF THE WORLD 2016

Global Progress
Launched in 2009, with target of doubling fuel economy (‘50by50’)

Six core partners: FIA Foundation, UNEP, IEA, ITF, ICCT and UC Davis. Financial support from FIA Foundation, GEF and European Commission

GFEI recognized as leading vehicle efficiency initiative

Achim Steiner ‘a model alliance that should inspire other sectors’
WHAT DOES GFEI DO?

RAISING GLOBAL AWARENESS

IN-COUNTRY POLICY SUPPORT

RESEARCH AND EVIDENCE

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GFEI’s '100 for 50by50' 

• $7 million funding 
• New research 
• 40 new countries
GFEI is working with:

26 countries in Africa:

10 in Asia Pacific
Indonesia, Thailand *, Vietnam *, Bangladesh, Malaysia, Myanmar, Nepal, Philippines, Samoa, Sri Lanka

10 in Asia Pacific

7 in West Asia
Bahrain, Iran, Jordan, Kazakhstan, Turkey, UAE, Uzbekistan

6 in Eastern Europe
Georgia, Macedonia, Moldova, Montenegro, Russia, Ukraine

18 in Latin America
Argentina, Belize, Bolivia, Chile *, Colombia, Costa Rica, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Nicaragua, Panama, Paraguay, Peru, St Lucia, Uruguay
Out of 159 NDCs:
67% of NDCs (112 NDCs) have highlighted specific transport mitigation measure and
45% of NDCs (71 NDCs) have proposed measures to improve fuel economy of vehicles.
GFEI Global Networking Meeting – Paris - 2016
GFEI is one of SLOCAT's 'quick-win' initiatives to address the climate impact of vehicles.
Momentum for change

SUSTAINABLE DEVELOPMENT GOALS

7 AFFORDABLE AND CLEAN ENERGY

13 CLIMATE ACTION

HABITAT III
QUITO - OCTOBER 2016

LABELED PROJECT
MARRAKECH 2016
COP22 | CMP12 | CMA1
UK CLIMATE CHANGE CONFERENCE
Action since COP21
2017 – A focus on Africa

1. **KENYA**
   As a result of GFEI’s support, Kenya is now adapting its vehicle tax policies to incentivize imports of newer, more efficient vehicles.

GFEI hosted a stakeholder workshop in Nairobi on the 12th May 2016 to discuss new proposals for a vehicle taxation scheme to promote the importation of cleaner, more fuel-efficient vehicles in Kenya. The event shared the findings of a report developed by the Kenya Energy Regulatory Commission in collaboration with the University of Nairobi, and supported by GFEI through UNEP with DFID funding.

The report reviewed vehicle fuel economy trends and identified policy proposals to improve vehicle fuel economy in Kenya. The report proposed two policy instruments: a ‘feed-in’ tax system and a vehicle labelling scheme. A feed-in tax structure proposes a fee or levy on inefficient vehicles and a rebate or refund on efficient vehicles while a vehicle labelling scheme provides information on vehicle fuel efficiency to consumers. The report also illustrates what a Kenyan vehicle label could look like.

2. **SOUTH AFRICA**
   Fuel economy baseline and policy development

GFEI has been supporting South Africa to develop a fuel economy baseline, including data analysis and stakeholder workshops. The baseline analysis is the first step towards new vehicle FE/CO2 emissions standards development as it is the initial input to model the potential benefits of adopting new vehicle FE/CO2 standards.

As part of the baseline analysis project, a workshop was held in Pretoria (Aug 29th) on fuel economy standards. The workshop was attended by a local and state government officials from the departments of Transport, Energy, and Environmental Affairs, City of Tshwane, Johannesburg Metrobus, as well as technical experts from the South African National Energy Development Institute, and NGOs, all involved in transport and climate issues.

The purpose of the workshop was to present preliminary results of the baseline study, to have a chance to describe how FE and CO2 standards work, and to listen to stakeholders’ questions and comments on the idea of potentially adopting standards. The final analysis report will be finalized by the end of November 2016.

3. **BOTSWANA**
   Botswana is developing a new fuel economy baseline to inform policy

On 22-23rd March 2016, the Department of Energy hosted a national workshop to discuss opportunities for improving fuel economy. Around 35 participants attended the workshop, including a range of stakeholders from the energy, environment and transport sectors. Both the Botswana Deputy Permanent Secretaries for Energy and Environment participated in the workshop. It was proposed that Botswana develop a fuel economy baseline to be undertaken and Botswana has subsequently signed an agreement with GFEI to work on fuel economy baseline analysis and policy development.

4. **COTE D’IVOIRE**
   Focus on improving fuel efficiency of vehicle imports

GFEI has been working with Cote D’Ivoire since 2012. In 2015, ICTC supported the development of a vehicle fleet baseline and analysis. This showed a relatively high average fuel economy. As a result, the Ivory Coast allocated GFEI STAR funds to support work, including vehicle import analysis to calculate the average fuel economy for the years 2003-2015. The study is currently ongoing, and a data entry tool that will help capture fuel economy data at the point of vehicle import registration is being developed. The next steps will be to develop fuel economy policies that will support imports of cleaner, more efficient vehicles.

5. **BENIN**
   Developing vehicle baseline

GFEI has been working in Benin since 2013, and an inter-agency task force was established to coordinate the project and review vehicle importation in Benin with the objective of promoting cleaner, more fuel-efficient vehicles. The government is looking at collaborating with various partners and regional players to support finalisation of the fuel economy inventory.

6. **UGANDA**
   Developing new policies as part of Nationally Determined Contributions (NDCs)

GFEI has been working with Uganda since 2013, and finalised a baseline analysis of the vehicle fleet in 2015 which shows that the average age of vehicles is very high and they are not very efficient. GFEI is supporting the government to take forward a range of improvements, which are included in the INDCs. These include a fuel economy policy and new vehicle standards, age limits, inspection and maintenance systems and a vehicle labelling scheme.

ECOWAS

GFEI through UNEP, is working with the Economic Community of West African States (ECOWAS) to support the development of a West African regional clean and efficient vehicles roadmap that will contribute to reduced vehicle CO2 emissions worldwide and in line with the GFEI target of doubling vehicle fuel efficiency by 2050. The ECOWAS Commission brings together 15 West African countries – Benin, Burkina Faso, Cape Verde, Cote d’Ivoire, The Gambia, Ghana, Guinea, Guinea Bissau, Liberia, Mali, Niger, Nigeria, Sierra Leone, Senegal and Togo. Already several West African countries are developing GFEI baseline data, and policy proposals. The ECOWAS Commission has been active in promoting cleaner, lower sulphur fuels in the region, as well as promoting a regional outlook to vehicle importation. The ECOWAS Commission recommended implementation of vehicle fuel economy work as the next step for the sub-region at regional workshops held in May 2015 in Abidjan and in June 2016 in Abobo. The support to the ECOWAS to develop a regional fuel roadmap will build on past and on-going support to some of the ECOWAS countries on the GFEI. Some of the countries that the GFEI has been initiated or is planned are Cote d’Ivoire, Benin, Liberia, Togo, Mali, Ghana and Nigeria.
GFEI’S MESSAGES FOR MARAKECH

1. GFEI is delivering ambitious action on sustainable mobility

2. GFEI has added 40 new countries since COP21

3. GFEI is launching an action update with a focus on Africa
4. GFEI is planning a major African event in 2017

5. GFEI is contributing to debates on HDVs and EVs

6. GFEI is a Transport ‘Quick Win’
THANK-YOU

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