



## STABILIZING GREENHOUSE GAS (GHG) EMISSIONS FROM ROAD TRANSPORT THROUGH DOUBLING OF GLOBAL VEHICLE FUEL ECONOMY: REGIONAL IMPLEMENTATION OF THE GLOBAL FUEL ECONOMY INITIATIVE (GFEI)

### Goal

The overall objective of this project is to create an enabling environment that will lead to the development and implementation of a national fuel economy policy in The former Yugoslav Republic of Macedonia. The national policy development will be supported within the framework of the Global Fuel Economy Initiative.

### Project Financing

The financing of the project is ensured from the following sources:

- Project amount from GEF: *132,000 USD*
- In-kind contribution from MoEPP: *53,262 USD*
- In-kind contribution from OKTA Refinery: *26,738 USD*

### Project Implementation Agency and National Partner

UNEP has worked with REC COM since 2013 in establishing the auto fuel economy baseline in The former Yugoslav Republic of Macedonia. This project builds on the previous results and supports further establishing of auto fuel economy policy in the country.

The present GEF supported project in Macedonia is implemented by the UNEP. The Regional Environmental Centre for Central and Eastern Europe (REC), Country Office in Macedonia, acts as a national partner of the UNEP.

### Project Beneficiaries

The ultimate project beneficiary is the Ministry of Environment and Physical Planning. Bearing in mind the cross-cutting character of the transport sector and the need to involve a multitude of government institutions, the private sector and the civil society, a Working Group will be established to reflect various needs and views of stakeholders in the national fuel economy policy, to be developed.



The Global Fuel Economic Initiative (GFEI) supports action and planning at the national level to improve automotive fuel economy toward a global doubling of fuel efficiency from cars by 2050 (<http://www.globalfuelconomy.org/>). It exists to promote improvements in global average automotive fuel economy, as per IPCC and G8 recommendations. More efficient cars will support national and global climate change mitigation efforts if the global light duty vehicle fleet average moves from 8 L/100 km today to 4 L/100 km within the next 4 decades. Emerging and developing economies have a large role to play in this shift as they rapidly motorize. To this end, we continue to raise awareness, present evidence, and offer support, in a way which enables more and more countries to adopt effective fuel economy standards and policies which work in their circumstances and with their fleet.

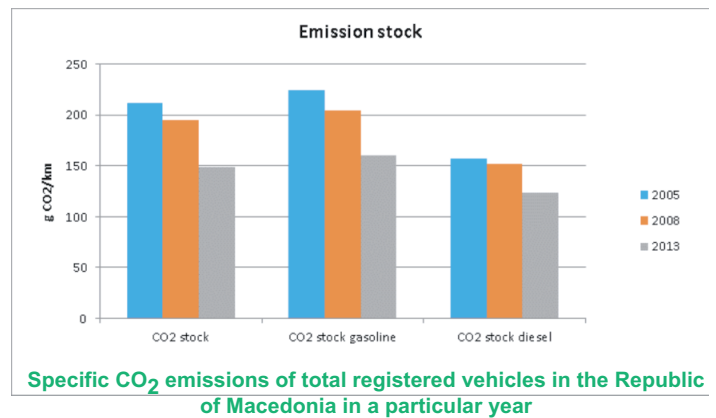
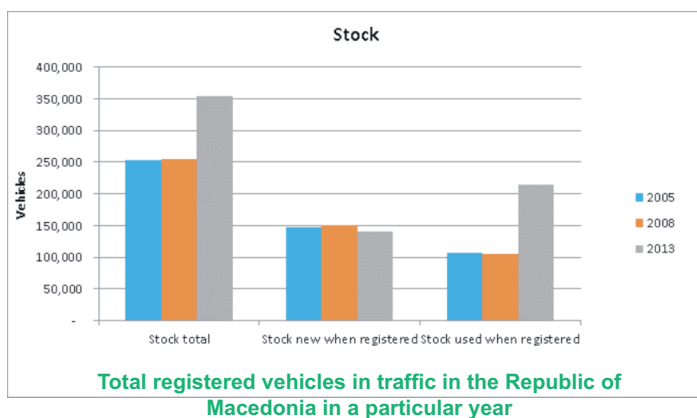
**National Working Group**  
**will involve relevant staff / members of the following institutions / organisations:**

- Ministry of Environment and Physical Planning (one representative of the Macedonian Information Centre and one representative of the Department of European Integration)
- Ministry of Economy (two representatives from the Department of Vehicles)
- Ministry of Interiors (a representative of the IT Department)
- Customs (one representative responsible for import of vehicles)
- Representatives of the Union of Drivers, Chamber of Vehicle Importers, NGOs
- Ministry of Transport and Communications
- Ministry of Finance
- Bureau of Metrology

**Key activities and Expected results**

**Component 1: Baseline Analyses:**

- a. Identification of key stakeholders and establishing a Working Group;
- b. National Fuel Economy Baseline Setting: establishing the fuel economy (CO<sub>2</sub>gr/km for the years 2005, 2008 and 2013), as a starting point for target setting in the national fuel economy policy;
- c. Review of national legislation (analyzes of the relevant EU Directives that set vehicle emission standards and setting up a roadmap for transposition of these EU Directives in national legislation ;
- d. Reviewing current policy (including taxation) related to fuel economy issues, (existing national Strategies on Energy and Transport) to assess the need for their upgrading to incorporate the future Fuel Economy Policy;
- e. Identification of potential barriers to implement fuel economy policy.



\* Data provided by Ministry of Interior of the Republic of Macedonia

**Component 2: Policy Improvement**

- f. Drafting and review of a comprehensive fuel economy policy document providing recommendations on integrating this policy into national strategies and legislation;
- g. Submission of the policy document to relevant stakeholders and the Government, its publication and circulation, and its translation into English.

**Component 3: Capacity Development:**

- h. Training needs assessment to identify the relevant topics to elaborate in the planned training curriculum. Presumably, capacity building program for high-level officials and experts could include:
  - EU approximation and acquis of the fuel economy Directive;
  - Fuel economy labeling;
  - Taxation systems;
  - Other, requested by the WG members.
- i. Training of national policy makers on developing fuel economy standards according to the relevant EU Directive, and based on similar country experience in the region.
- j. Study tour for 4 selected representatives of key institutions involved in the development and adoption of fuel economy policies in a country in the region (e.g. Slovenia).

**Component 4: Public Campaign on fuel economy benefits**

- k. Organizing national TV debates to popularize the fuel economy among the general public.

