

8th

Urban Mobility India
Conference & Expo 2015
Transforming Mobility for Liveability



Global Fuel Economy Initiative

Achievements and Impacts

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Doubling the efficiency of the global fleet by 2050

		2005	2008	2011	2013	2030	
OECD average	average fuel economy (Lge/100km)	8.6	7.9	7.3	6.9		
	annual improvement rate (% per year)	-2.7%	-2.6%	-2.6%			
		-2.6%					
Non-OECD average	average fuel economy (Lge/100km)	7.3	7.4	7.3	7.2		
	annual improvement rate (% per year)	0.5%	-0.4%	-0.9%			
		-0.2%					
Global average	average fuel economy (Lge/100km)	8.3	7.7	7.3	7.1		
	annual improvement rate (% per year)	-2.3%	-1.9%	-1.8%			
		-2.0%					
GFEI target	average fuel economy (Lge/100km)	8.3				4.2	
	required annual improvement rate 2005 base year		-2.7%				
	2014 base year		-3.1%				

← OECD: rates close to target

← Non-OECD: little improvement

← Global: Right trend at slow pace

← 2030: Improve global FE by 50%



GFEI at the global stage

UN Sec General's Climate Summit -
GFEI was launched as one of the
accelerators

COP
2015

Sustainable
Energy for
All – EE as
one key
focus

2014

2014

G20 Energy
Efficiency Action
Plan includes
Fuel Efficiency
particularly HDVs

2011

2013

Doubling Energy
Efficiency in the
Transport Sector
in the SDGs

2009

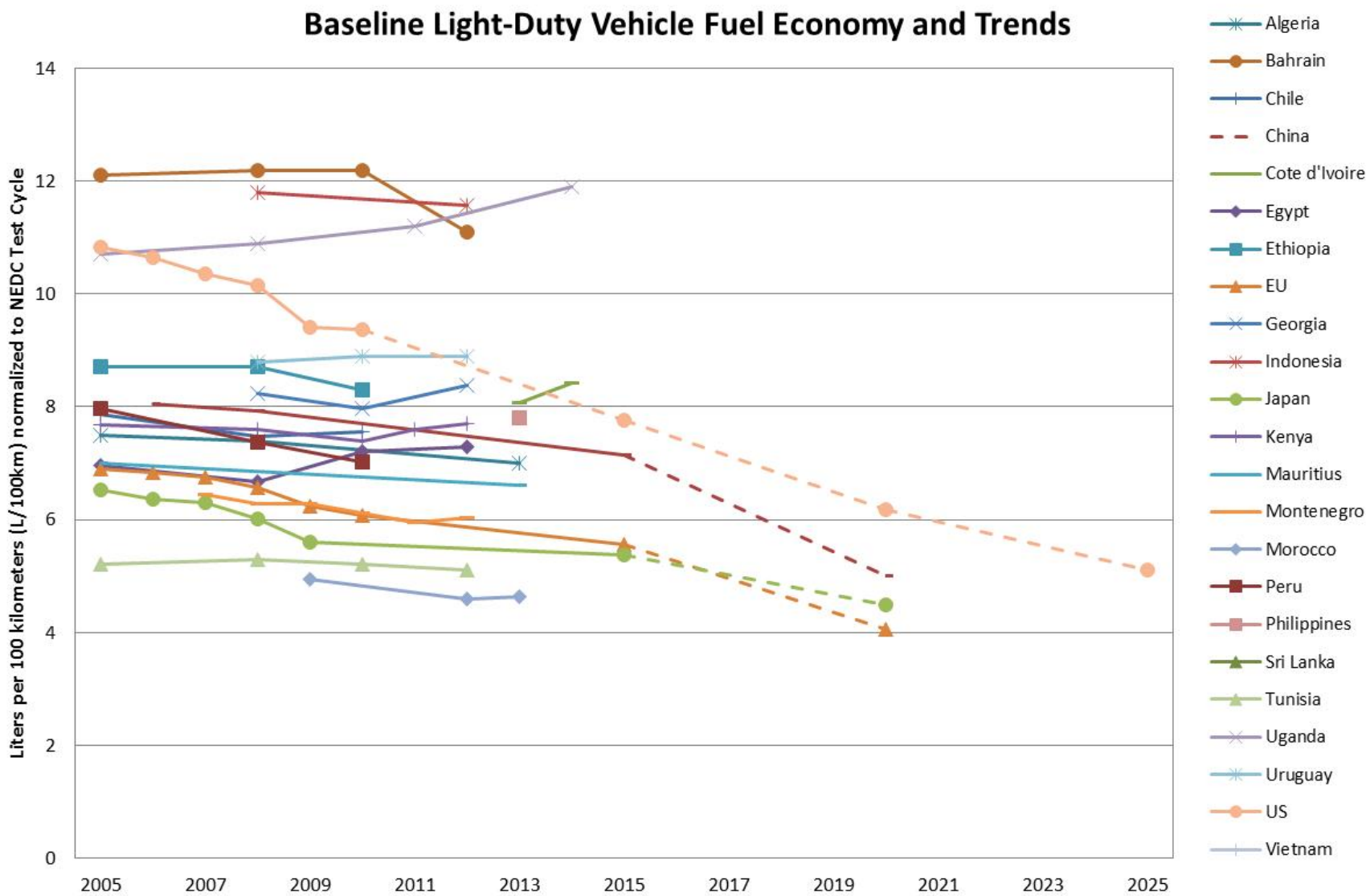
GFEI Launched

Reaching 100 countries

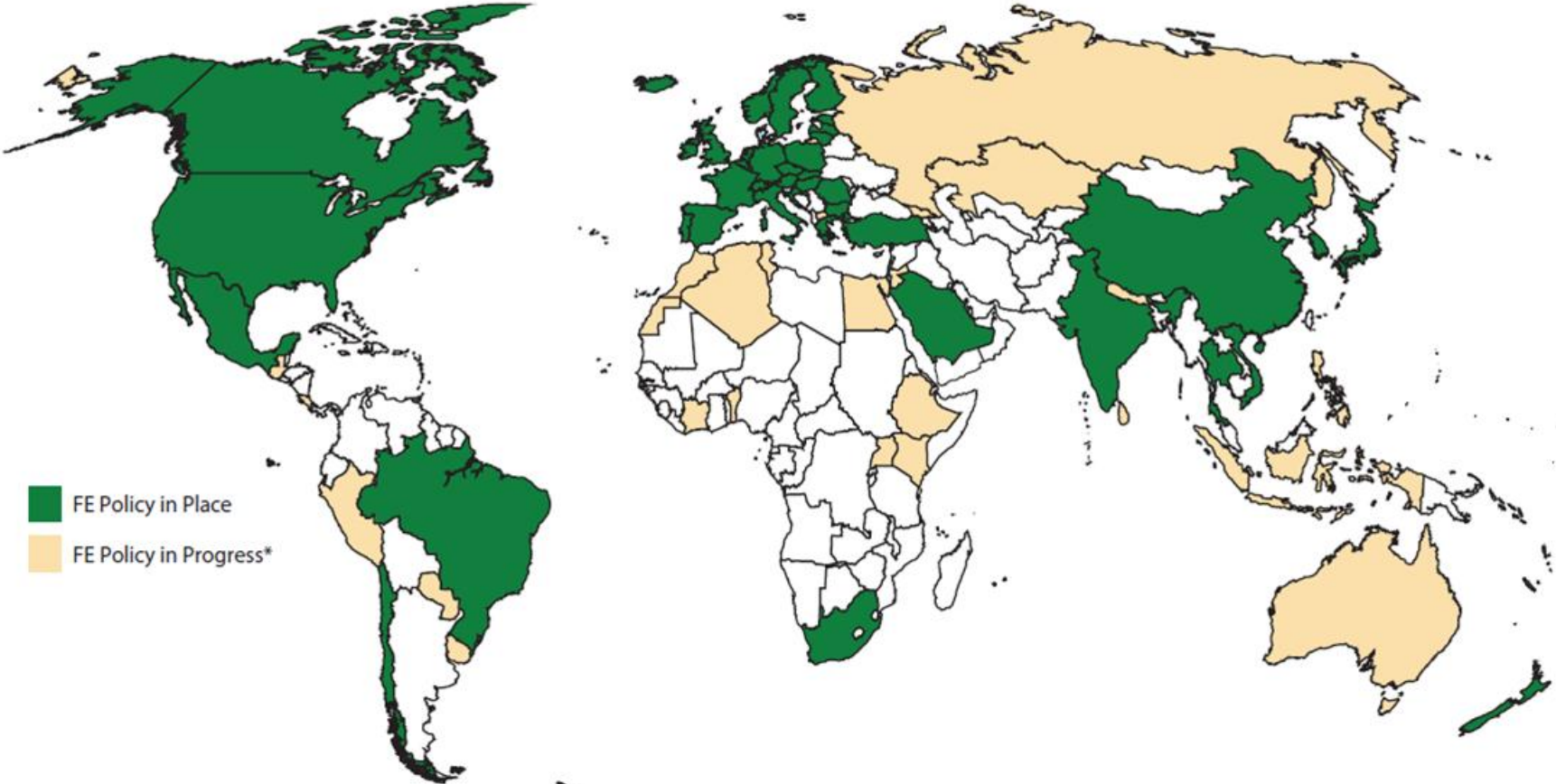
- From **4 pilot countries** (Chile, Ethiopia, Indonesia, and Kenya) in 2010 to another **23 project countries** with ongoing projects (Algeria, Bahrain, Benin, Costa Rica, Egypt, Georgia, Ivory Coast, Jamaica, Macedonia, Mauritius, Montenegro, Morocco, Nepal, Paraguay, Peru, Philippines, Sri Lanka, Russia, Tunisia, Thailand, Uganda, Uruguay, Vietnam) and other **26 countries that have expressed interest**
- Working with **sub-regional inter-governmental bodies** to promote fuel economy - League of Arab States, Economic Community of West African States, and Association of Southeast Asian Nations
- Working with developed countries and large markets like US, China, India, Mexico

GFEI baseline setting – little progress in fuel economy improvement in countries without policies

Baseline Light-Duty Vehicle Fuel Economy and Trends



Global Progress on Fuel Economy Policy (2015)



* GFEI partners are involved in supporting all these countries except in Brasil
October 2015 - For more information visit www.globalfueleconomy.org

Global Fuel Economy Initiative (GFEI)

Chile

- Adopted a mandatory **fuel economy labelling scheme** from February 2013 becoming the first Latin American country to adopt such a scheme
- In September 2014 adopted a **taxation scheme that puts a tax on less efficient and polluting vehicles**, based on CO₂ and NO_x ratings
- In 2015 is adopting a scheme to provide **subsidies for cleaner and more efficient taxis** based on the fuel economy labeling scheme, with the aim to replace the 60,000 taxi fleet over the next 8 years



Mauritius

- Adopted a **feebate scheme** in 2011 that puts a fee on cars above 158 CO₂g/km starting from 55\$ per g/km to a maximum of 137\$ per g/km for cars with CO₂ g/km over 290 and a rebate starting from 27\$ per g/km for cars with CO₂ ratings from 91 to 158 CO₂g/km and 82\$ for cars from 90 CO₂g/km and below
- Scheme resulted to an **improvement of fuel economy** from 7 l/100km in 2005 to 6.6 l/100km in 2013 and led to a rapid increase of new hybrid vehicle sales registrations from 337 in 2011 to 1418 in 2013

THE EXCISE (AMENDMENT) BILL
(No. XVIII of 2011)

Explanatory Memorandum

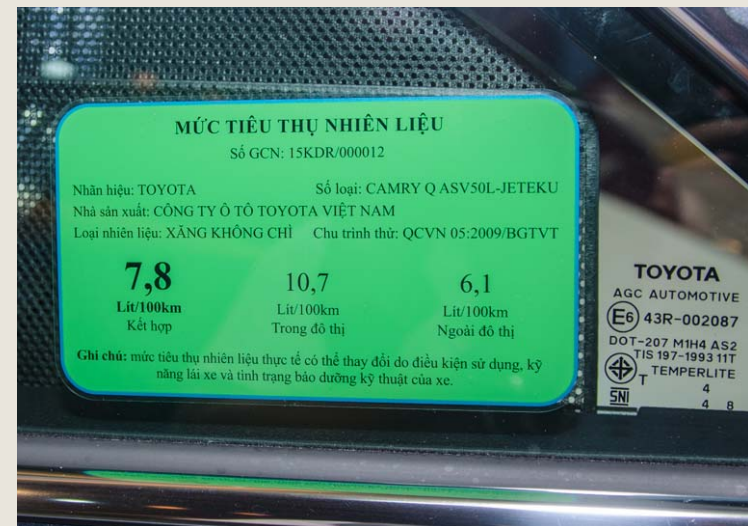
The main object of this Bill is to amend the Excise Act to provide, in addition to the excise duty chargeable on motor cars, for a CO₂ levy on motor cars or for the granting of a CO₂ rebate from the excise duty payable on motor cars, as the case may be, and for related matters.

P. K. JUGNAUTH
*Vice-Prime Minister, Minister of Finance
and Economic Development*

8 July 2011

Vietnam

- Adopted **voluntary fuel consumption limits** for light-duty vehicles and motorcycles in 2013
- Adopted **fuel economy labelling** for new domestically assembled and imported cars - must be labelled with energy labels before selling to consumers



Kenya

- New fuel economy policy included in new budget presented by treasury June 2015 to parliament
- Adopted an **age-based taxation system** that will raise the tax for imported second-hand vehicles older than 3 years 150% and reduce tax to 30% for vehicles younger than 3 years
- Bill also provides tax **breaks for vehicles with smaller and more efficient engines**

Summary

- Since its launch, GFEI has been able to reach-out and influence global discussions to promote fuel economy
- The GFEI has been able to support about 35 developed and developing countries in developing and strengthening fuel economy policies
- The GFEI has been able to leverage its resources and work with other initiatives like the PCFV and organizations like USEPA, GIZ, Clean Air Asia, CSE, KPBB to advance its efforts at national and sub-regional levels
- Achieving these goals would save 0.5Gt of CO₂ a year by 2025 and 1.5Gt a year by 2050, resulting in total CO₂ savings of 33Gt by 2050, and fuel savings worth over \$8 trillion.
- UNEP is also now starting activities to promote electric vehicles, with an initial focus on electric 2-3 wheelers



<http://www.globalfueleconomy.org/>