Informal document No. **WP.29-147-16**
(147th WP.29, 10 - 13 March 2009,
agenda item 8.8.)

The Global Fuel Economy Initiative: Background and Purpose

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World Forum for Harmonization of Vehicle Regulations (WP.29), 10-13 March

Global Fuel Economy Initiative
IEA, FIA Foundation, UNEP, ITF

- IEA and its partners launched the "Global Fuel Economy Initiative" (GFEI) on 4 March, 2009 in Geneva. Partners:
  - FIA Foundation
  - UN Environment Program
  - OECD International Transport Forum
- Represents an out-growth of IEA's ETP analysis of low CO2 pathways and recommendations made to Hokkaido G8 Summit
- Anticipated five-year horizon for activities, with initial targets, goals and planned activities under development
- Potential support from the Global Environment Facility and other external agencies is under discussion. Support from contracting parties and NGOs is welcome.

Global Fuel Economy Initiative

Objectives

- **Initiative has indicative targets related to vehicle fuel economy and CO2 reduction:**
  - **30% improvement in new car fuel economy (reduction in L/100km) worldwide by 2020, 50% by 2030**
  - **Leading to a 50% reduction in stock average fuel economy by 2050 (the "50 by 50" campaign)**

- **Initiative will feature four key elements:**
  - **Data development and analysis of fuel economy potentials by country, region – principally around the developing world.**
  - **Support for national and regional policy-making efforts**
  - **Outreach to stakeholders (e.g. international organizations, vehicle manufacturers)**
  - **Information campaigns around the world to educate consumers, stakeholders**

GFEI: Targeted Outcomes

- 2 Billion tonnes CO2 reduction per year by 2050
  - 1 billion per year by 2025
  - Millions within a year or two of new policies implemented with the assistance of the project.
- Co-benefits
  - hundreds of billions of cost savings to oil importing countries, consumers
  - Reductions in some pollutant emissions (eg. HC)
  - Safety benefits related to smaller and lighter vehicles (e.g. to pedestrians, non-motorized traffic and other vehicles).
- Cost savings to manufacturers
  - Aligned policies and regulatory systems should be cheaper to comply to than a patchwork of different systems

Shape of the Initiative?

- Developing a 5-year plan
  - Developing an activity plan with required resources
- Project scope
  - Currently focused on cars (LDVs) but can be expanded to other vehicle types (e.g. 2-wheelers, buses, trucks)
  - Primary focus on new vehicles but will also contain elements related to in-use fuel economy of all vehicles (e.g. maintenance, driver training).
- Developing a global/regional approach
  - Research and information development/dissemination on a global basis - harmonised test procedure on which WP29 has brought governments and automobile manufacturers together to work would play an important role
  - Regional dialogues - have already begun in SE Asia; planning for Latin America, possibly East Africa

Conclusions

- It is possible to cut global transport CO2 emissions dramatically by 2050, but it will be very challenging
  - Fuel economy improvement is a key measure
- Without policy interventions around the world, vehicle energy use and CO2 could more than double by 2050
- IEA and several partners have launched GFEI
  - Currently developing detailed plan of action
  - Outreach to create linkages to organisations and other initiatives
- With cooperation with WP29, its contracting parties and participating NGOs, it appears reasonable to target a 50% improvement in new LDV fuel economy (reduction in vehicle energy intensity), on average around the world by 2030, with interim targets