

Promote the development and implementation of fuel economy standards and policies across the globe

ORGANIZATIONS: *United Nations Environment Programme (UNEP), FIA Foundation, International Energy Agency (IEA) International Transport Forum of the OECD (ITF) , International Council on Clean Transportation (ICCT)*

WHAT WILL BE ACHIEVED?	CURRENT STATUS AS OF JUNE 20, 2013
<p>The Global Fuel Economy Initiative signatories will work to secure real improvements in fuel economy across the world. It has set itself three key challenges over the next three years, as well as outlining more specific targets as part of its roadmap for achieving them. For example, to have engaged a further four countries in the in-country policy support toolkit work with which it is already working in Chile, Ethiopia, Kenya and Indonesia. Through this sort of activity GFEI aims to secure a 50% improvement in the fuel economy of all new cars by 2030.</p>	<p>The GFEI has continued its work in the 3 areas described in the VC throughout 2012/13. Specific examples of recent developments are:</p> <p>1. <u>In-country support:</u></p> <p>We have more than exceeded our plans to increase the number of countries with whom we work. The following activities have been undertaken:</p> <p><i>Chile</i></p> <ul style="list-style-type: none"> - feebate policy drafted and presented for adoption and currently under review by relevant ministries - mandatory vehicle labeling drafted and adopted from Mar 2013 becoming the first mandatory labeling in Latin America and the Caribbean <p><i>Peru</i></p> <ul style="list-style-type: none"> - preparatory activities conducted, e.g. formal technical working group, baseline setting, and initial review of vehicle policies <p><i>Georgia</i></p> <ul style="list-style-type: none"> - Preparations ongoing including baseline and fuel economy projection estimation <p><i>Montenegro</i></p> <ul style="list-style-type: none"> - Preparations ongoing including baseline estimation and trends <p><i>Indonesia</i></p> <ul style="list-style-type: none"> - Preparatory work ongoing e.g. cost-benefit analysis on fuel economy and other policies <p><i>Vietnam</i></p> <ul style="list-style-type: none"> - fuel consumption limits drafted and being reviewed <p><i>Philippines</i></p> <ul style="list-style-type: none"> - Preparatory work ongoing including formal technical working group and baseline setting <p><i>Cote d'Ivoire</i></p> <ul style="list-style-type: none"> - Formal launch of the GFEI initiative and preparatory steps ongoing including baseline setting and trends, and establishment of multi-stakeholder task team <p><i>Ethiopia</i></p> <ul style="list-style-type: none"> - Preparatory work conducted like baseline setting and trends, establishment of multi-stakeholder task team, cost and benefit analysis of policy options, draft standards prepared and presented to the Government <p><i>Kenya</i></p> <ul style="list-style-type: none"> - Preparatory work conducted like baseline setting and establishment of multi-stakeholder task team
<p>HOW TO ACHIEVE THE DESIRED OUTCOME</p>	
<p>The GFEI will:</p> <ul style="list-style-type: none"> • continue to focus on three key areas of work – policy support, outreach and research and analysis. • seek to improve global understanding of fuel economy through research, data development and modeling, in 	<ul style="list-style-type: none"> - Preparatory work conducted like baseline setting and establishment of multi-stakeholder task team <p><i>Benin</i></p> <p>Formal launch of GFEI initiative</p> <p>2. <u>Research and Data Analysis:</u></p> <p>Commonwealth research – a detailed report into the implications of improved fuel economy in Caribbean countries. (link)</p> <p>IEA research update – GFEI recently published an update to its Fuel</p>

<p>particular to help individual countries and regions to fully understand their own circumstances in order that they might develop policy which is best suited to them.</p> <ul style="list-style-type: none"> continue to raise awareness of the issue of fuel economy, to interact with global and regional policy development processes, and to develop working partnerships with other key stakeholders to promote this agenda also. 	<p>Economy Global Trends work, bringing the data up to 2011 (link). In the time since the GFEI has been in operation, fuel economy has improved in the OECD (although not by enough to meet the GFEI’s targets until very recently). It has however not improved sufficiently well in non-OECD countries – where the bulk of the new fleet will be to 2050. GFEI is focusing its efforts in these regions.</p> <p>Detailed Analysis of key countries – Again, an update or previous research identifying key trends in vehicle size, technology adoption etc in countries such as South Africa, Russia, India, China and the US. (link)</p> <p>3. Outreach and Advocacy</p> <p>GFEI designated as a High Impact Opportunity by the SE4ALL initiative - Launch of GFEI-Africa – The GFEI launched its African regional activities in 2012 in Nairobi.</p> <p>The partnership has grown – The GFEI expanded its membership to 6 with the addition of the Institute for Transportation Studies at UC Davis in California. This is a welcome addition, which has in particular, strengthened the Initiative’s research capacity.</p> <p>Contact group meeting – the GFEI has a 30-strong Contact Group comprised of key stakeholders in the fuel economy sphere. A full meeting of this group was hosted in London in October 2012, where the GFEI’s workplan, on-going research findings and strategic objectives were shared and discussed.</p> <p>New website – The GFEI website has been updated with an enhanced members’ area, and improved access to GFEI resources, such as the in-country Toolkit.</p> <p>Newsletters – The GFEI publishes regular newsletters and updates.</p> <p>Social Media Campaign – The GFEI has re-launched its social media campaign through Twitter, Facebook and LinkedIn, in order to ensure the widest possible spread of its core message on the benefits of cost effective improvements in fuel economy.</p> <p>In addition, GFEI partners have presented their work at a huge range of conferences, seminars and meetings, from the Transforming Transportation Conference (Washington DC 2013), to the TTFE conference (Canada 2013), and the International Transport Forum (Leipzig 2013) and is even included in the IEA Energy Training week.</p>
<p>DELIVERABLES</p> <ul style="list-style-type: none"> Upwards of 20 countries engaged in fuel economy toolkit work by 2015 A working fleet projection model for each country by 2015 Increased global awareness of fuel economy by 2015 	<p>NEXT STEPS IN VC IMPLEMENTATION</p> <p>The coming year will see GFEI continue to work and build its activities in the three core areas. Specific examples of future activities are:</p> <p><u>In-country support:</u></p> <p><i>Chile</i></p> <ul style="list-style-type: none"> - Initiate actions on fuel economy policies for heavy-duty vehicles - Further support for adopting fuel economy standards <p><i>Peru</i></p> <ul style="list-style-type: none"> - Follow-up on development and adoption of policies <p><i>Macedonia</i></p> <ul style="list-style-type: none"> - Baseline estimation by 2014 <p><i>Vietnam</i></p> <ul style="list-style-type: none"> - Further support for adopting proposed fuel consumption limits - Develop other fuel economy policies particularly labeling and use of economic instruments <p><i>Indonesia</i></p> <ul style="list-style-type: none"> - Further support in development of standards/ policies

Philippines

- Further support in development of standards/ policies

Thailand

- Further support on adoption of proposed fuel consumption limits

ASEAN

- harmonization of standards and policies

Ethiopia

- Further support on development/adoption of standards/ policies

Kenya

- On-going support on trend monitoring, cost-benefit analysis of policy options

Further support on development of standards/ policies

Benin

- Further support on baseline setting, policy recommendations and standards development

Throughout this time the in-country policy support tool will continue to be developed and improved. In addition to widening the spread of available evidence of best practice a fleet projection tool will be added to the system, enabling countries to project forward their likely fleet, and adapt policies to suit.

Research and Data

Fuel Economy and alternative fuels – we know that around \$2 trillion could be saved by countries globally in the next 10 years if they improved their fuel efficiency in line with GFEI projections. This study will look at how those resources could be used to promote other fuels, and sustainable mobility options.

GFEI Annual report – will bring together the best evidence on fuel economy trends with some key think-pieces on the issues and challenges within this policy agenda.

Fuel Economy policy Analysis – evaluating the relative benefits of the many policy option on offer.

Outreach

GFEI Global Networking Meeting - In June 2013, the GFEI will host the second of its Global Networking Events, in Paris. This event will bring together over 30 representatives of countries with an interest in improving their fuel economy standards, together with experts from the GFEI partnership and wider. The event will enable networking and an exchange of understanding and experience across the GFEI network, and as such is an important and significant event for the Initiative, which we hope will become an annual event.

Caribbean meeting (Nov 2013) – GFEI will work with local partners to host a high level regional meeting of representatives of the Caribbean, to consider their fuel economy potential, and share the work of GFEI.

Focus on SDGs – building on the momentum of the High Level Panel report with an even greater role for its advocacy work in the light of growing momentum around the issue of fuel efficiency in the Post-2015 agenda.

All GFEI partners have more than delivered on their commitment to cash and in-kind support. The on-going commitment of all of our partners to the GFEI's work, is central to the success which the partnership is having. The FIA Foundation (www.fiafoundation.org) continues to host the GFEI Secretariat, and has strengthened the support team with the addition of a Research and Admin Assistant.

	ONLINE RESOURCES RELATED TO THE VC
	http://sustainabledevelopment.un.org/index.php?page=view&type=1006&menu=1348&nr=266 http://www.globalfueleconomy.org/Pages/Homepage.aspx (all resources can be accessed from this point)
ALLOCATED RESOURCES	CONTACT PERSON
<ul style="list-style-type: none"> • <i>Financing:</i> \$1,000,000 • <i>In-kind contribution:</i> staff time, office facilities and other resources. • <i>Staff/Technical Expertise:</i> The signatories to this voluntary commitment are extremely well-informed on the issues in hand. Substantial and valuable technical expertise will continue to come from within IEA, ITF, UNEP, ICCT and FIA Foundation. 	Sheila Watson s.watson@fiafoundation.org