# The Global Fuel Economy Initiative (GFEI)





Launch doublin Six core

#### THE GFEI FUEL ECONOMY TARGETS From 2005 baseline:



Launched in 2009, with target of doubling fuel economy ('50by50')

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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'





UCDAVIS INSTITUTE OF TRANSPORTATION STUDIES







#### WHAT DOES GFEI DO?



#### 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. Reduced dependence on oil



## Lower carbon emissions



#### 300 fewer power stations

The **33Gt** of  $CO_2$  that could be saved between 2015 and 2050 is roughly the equivalent of closing **300** coal power stations over the same time period.





From associated improved vehicle emissions standards



### **MOMENTUM FOR CHANGE**



## SUSTAINABLE GALS











subcome of the Brisbane G20 meeting held in November	from a growing flast of radiales in energing economies. For
2014, and included a focus on improving light duty vehicle	a country with sales of Trellion vehicles, total fast savings
Not ecomony. This shall again submarises the importance	small wave 5 D Hillion with a 32th invesses in half seconomy.
of this base for 520 countries.	These fast savings can provide valuable resources for other
Reserve GFD analysis has shown that using matting cost-affective technologies cositions. It is $\Sigma^{\rm c}_{\rm c}$ tells in the savings	priorities in GOD countings, such as adication, health, erhadioadium, or indeed the promotion of other transport factoringies or nodes such as electric valueles.



### **PROGRESS ON FUEL ECONOMY POLICIES**



Policy in Place

FE Policy in Progress

The label "Policy in place" is given when

countries are implementing or have already implemented the policies. The label "Policy in Progress" is attributed when concrete activities are undertaken by government and stakeholders to develope these measures.

The map shows countries that have adopted policies such as specific CO<sub>2</sub> emission or fuel economy standards, fiscal measures (for example feebate systems or tax incentives for fuel efficient vehicles) or information campaigns (for example labelling schemes).

#### Australia worst in OECD for transport energy efficiency







#### 'Over 80% of auto markets have implemented standards, so we will naturally get more efficient vehicles without regulation' - Many manufacturers build variants of their models using old technology exclusively for 'unregulated markets', so Australia would fall further behind

#### 'Australia's fuel quality is a barrier to adopting standards'

- 'Australia's current fuel quality does not present any impediment to delivering CO<sub>2</sub> emission reduction at rates comparable with other regions of the world' (ICCT - 2014)



#### 'Standards would reduce consumer choice and increase cost'

- A 105 g CO<sub>2</sub>/km standard could increase cost by about \$1,500, but save \$8,500 in fuel over the life of the vehicle (CCA – 2014)

- Increase in the purchase price of a new car ranges from \$400 to \$2,000, with payback in 1-5 years (ICCT - G20 Briefing Paper)

- Europe - a heavily regulated market, has not shortage of vehicle models on offer

- US EPA and NHTSA regulatory announcement shows that CAFE standards have not impacted consumer choice (EPA-420-F-12-051)



If we wish to have as much choice and a spread of vehicles to choose from as large developed markets like Europe, the US and Japan, and to save on our weekly fuel bill – then we have little to fear from standards!

By joining the Global Fuel Economy Initiative (alongside 65 other countries) Australia would have access to a wealth of international research and expertise, and would gain invaluable support with policy development

## Thank you www.globalfueleconomy.org



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