50BY50 GLOBAL FUEL ECONOMY INITIATIVE

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The Changing Climate for Vehicles and Fuels

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Global Fuel Economy Initiative – The Partners











Global Fuel Economy Initiative

Partners launched the "Global Fuel Economy Initiative" (GFEI) on 4 March, 2009 in Geneva

Anticipated five-year horizon for activities

Initial targets and goals:

50% by 2050 for the world car fleet – hence 50by50
50% by 2030 for new cars worldwide
30% by 2020 for new cars in OECD countries

Support from the Global Environment Facility has been secured, and support from other external agencies is under discussion.



What are the issues?

- Growth in the global car fleet
- Unsustainable demand for energy
- Massive potential impact on the environment



 Alternative fuels and energy sources for LDVs unlikely to completely replace conventional on this timeframe – so FE matters



Global Growth in Light Duty Vehicles Tripling by 2050



Source: IEA , Energy Technology Perspectives 2008



Projections of LDV fuel use by region 2000-2050





World CO₂ emissions from cars

(Mt of CO2 equivalent GHG, well-to-wheels)

Range of possible futures; a CO2 doubling or more by 2050 is possible



Source: IEA and ITF calculations using the IEA MoMo Model Version 2008.



Energy use under different scenarios





CO₂ emissions from more fuel efficient cars

(MT CO_2 equivalent) Improving new car fuel efficiency 50% could stabilise world emissions through 2050.



Source: ITF and IEA calculations using the IEA MoMo (January 2009)



Comparison of New Car Fuel Efficiency / CO₂ Emissions Standards

Actual and Projected GHG Emissions for New Passenger Vehicles by Country/Region,



Source: Passenger Vehicle Greenhouse Gas and Fuel Economy Standards: A Global Update, ICCT. 7 August 2008 update.



Potential of a global FE policy

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 lighter vehicles (e.g. to pedestrians and non-motorized traffic).

Cost savings to manufacturers

- Aligned policies and regulatory systems should be cheaper to comply to than a patchwork of different systems



What will GFEI do?

• Develop improved data and analysis on fuel economy globally, monitoring trends and progress over time and assessing the potential for improvement.





 Policy development with governments to encourage fuel economy improvement for vehicles produced or sold in their countries and to improve the consistency and alignment in policies across regions



What will GFEI do?

• Work with stakeholders from auto makers to consumers, to better understand the potential for fuel economy improvement and solicit their input and support into refining and developing policies





 Support regional awareness initiatives to provide consumers and decision
 makers with the information they need to make informed choices.



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

It is essential that all relevant partners engage now – time horizons are not long (2 life cycles)

.....hence 50by50.....



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