

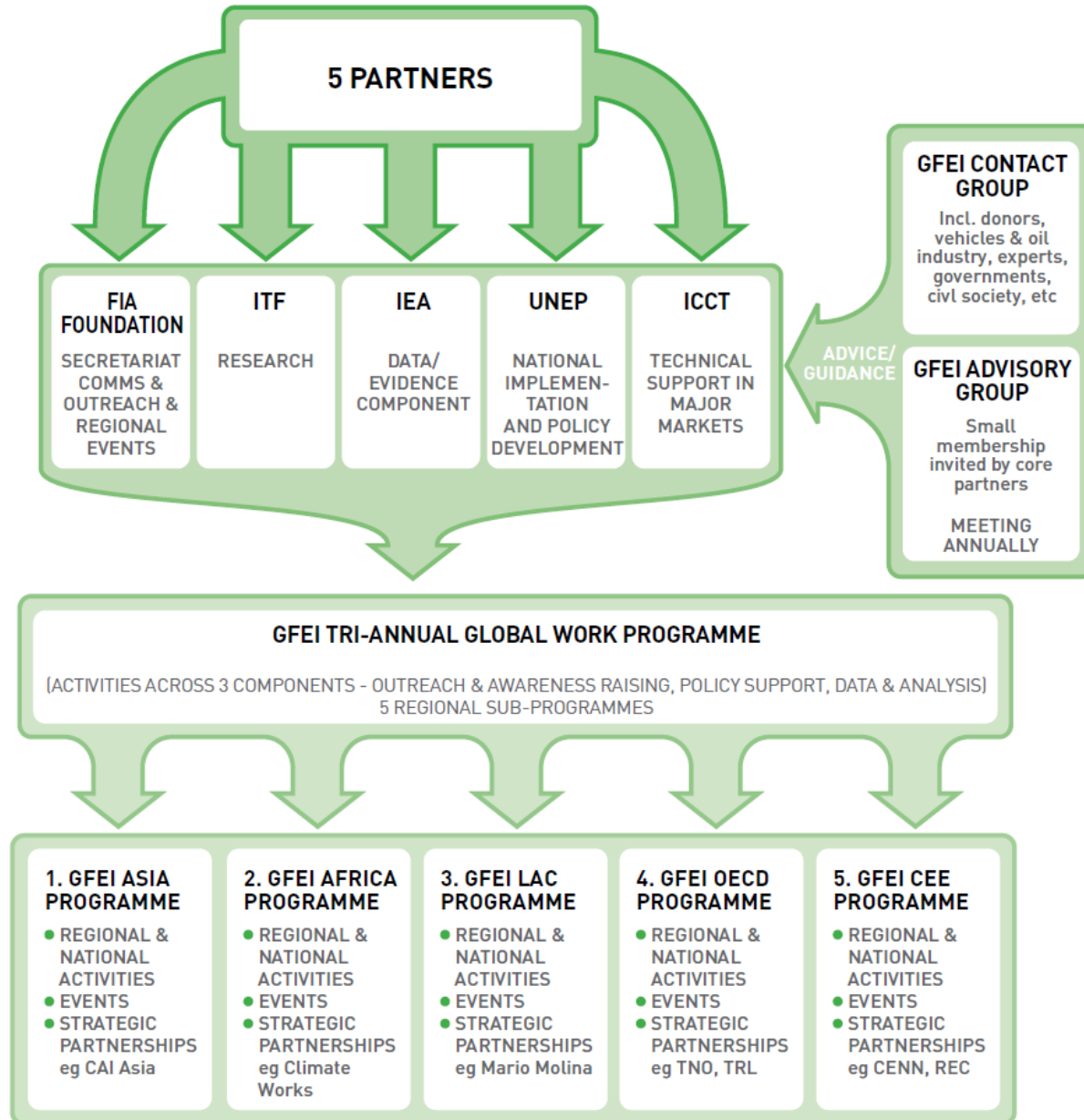
GFEI Plan 2012-2015

Targets and Objectives

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ITF Leipzig Summit, 2 may 2012

GFEI ORGANISATION



1. Policy Support

OBJECTIVE:

To offer real support to countries on fuel economy policies, presenting a suite of possible policy options and helping them to develop a strategy for addressing the issue which suits their circumstances.

- **Target 1a:** By end 2012 to have the GFEI online tool finalized and ICCT will have published its technology and cost assessment of achieving CO₂ g/km targets for the European market in 2020 and beyond.
- **Target 1b:** By end 2012 to have completed 4 in-country policy toolkit engagements in:
 - **Ethiopia**
 - **Chile**
 - **Kenya**
 - **Indonesia**
- **Target 1c:** By end 2012 to have 4 more in-country policy toolkit engagements, to have a further 6 identified, and to integrate the ICCT's work into the GFEI scope.
- **Target 1d:** To have a further 10 countries in the process of engagement with the tool via a process of expanding-out initial country case studies to regional groupings.
- **Target 1e:** To track global progress in a visual manner based on data and analysis (see figure 3) to ensure appropriate targeting of interventions across the globe in countries which have not addressed the issue of fuel economy - whatever their economic status.
- **Target 1f:** To have 20 countries in various stages of implementation by 2015 by which time the tool will be self-implementing and ready for global rollout.

2. Outreach

OBJECTIVE:

To continue to raise awareness of the issue of fuel economy, and the work of the GFEI at regional and global levels. To encourage awareness of the GFEI's bespoke country-based support and toolkit. To influence on-going discussions in Europe, US, China, India and elsewhere - to focus the GFEI activity in areas where we can make a real difference. And to work in partnership with others in other countries where we can add value and make a positive contribution.

- 🎯 **Target 2a:** To have launched and established an engagement strategy (around case study countries and major vehicle markets) in each of our target regions/countries by end 2012.
- 🎯 **Target 2b:** To host an annual meeting of GFEI's contact group of key stakeholders which will be actively engaged in our work through individual initiatives, through sharing the findings of our reporting, and through engagement with the GFEI's wider planning process.
- 🎯 **Target 2c:** To develop new outreach materials including films and leaflets, which convey GFEI's messages clearly.
- 🎯 **Target 2d:** To engage in key global and regional policy development processes such as RIO+20.
- 🎯 **Target 2e:** To raise the profile of GFEI through seminars and symposia; presentations at key global gatherings such as TRB and EFV; and the widest possible policy engagement.

3. Research and Analysis

OBJECTIVE:

To improve global understanding of fuel economy. To use data and modeling to assist individual countries in establishing a policy programme to address fuel economy, which is suitable to their circumstances.

- **Target 3a:** In 2012, two major publications will be issued by the ICCT:
 - An update its Comparison of Global Fuel Economy Standards to provide a comprehensive update of global fuel economy standards report. This is a major update of the ICCT's widely-cited global fuel economy chart based on the 2007 report.
 - The Global Climate Transportation Roadmap which enables nations with major vehicle markets to quantify potential benefits of adopting international best practices for passenger and heavy-duty vehicle energy efficiency standards.
- **Target 3b:** by end of 2013 to have a prototype working model which can forecast the potential shape of the fleet in each country using core data.
- **Target 3c:** Also in 2012-2013, the GFEI partnership will investigate the development of a feebate tool for use in calculating oil savings and CO2 reductions from various levels and designs of a feebate system along with revenue projections.
- **Target 3d:** To add to the GFEI's Working Paper Series.
- **Target 3e:** To consider the role of HGVs and electric vehicles and build them into our targets.
- **Target 3f:** identify the 2010 average fuel economy level globally – which will aid in monitoring fuel economy progress – by end 2012.