

International Agencies Promote Global Revolution in Vehicle Fuel Economy

New report says radical cuts in fuel consumption for global car fleet are possible

A target to improve average fuel economy for the entire global light duty vehicle fleet by at least 50% by 2050 is achievable using existing cost effective technologies, according to a new report commissioned by the Global Fuel Economy Initiative (GFEI).

The report, titled '*50 by 50*', *Prospects and Progress* by George C. Eads, Charles River Associates, reviews the targets set out by the GFEI and finds that:

- New car fuel consumption can be cut by 50% by 2030 (a doubling of mpg) compared to 2005 levels. This will be possible at least for OECD countries and possibly worldwide.
- In many OECD countries, by 2030 average new car fuel economy could be improved to close to 4l/100 km (60mpg).
- In terms of carbon emissions, this also corresponds to reducing CO₂ emissions from gasoline vehicles from 186 gCO₂/km on average to 93 gCO₂/km.
- This 4l/100 km (60mpg) 2030 target should also be feasible for new car markets such as China and India.

Worldwide, the car fleet is set to triple by 2050, with serious implications for the global effort to address climate change unless reducing transport emissions and improving fuel economy become an urgent global priority, warns the GFEI.

The GFEI, which is a partnership of the UN Environment Programme (UNEP), International Energy Agency (IEA), International Transport Forum (ITF) and FIA Foundation, is seeking to improve global fuel economy in order to halve greenhouse gas emissions from cars.

This report challenges everyone with an interest in this issue to take the appropriate action to achieve this objective:

- Governments must create the conditions for industry to deliver the maximum from technological innovation, whilst fiscal instruments need to be coherent and consistent with targets;
- Countries which have not done so should launch national fuel economy initiatives, whilst around the world binding fuel economy targets must be set;
- Manufacturers must set fuel economy as a top priority, and be ambitious in negotiating long term fuel economy targets with government.

According to the report, of key importance is creating a regulatory and fiscal environment that steers manufacturers towards using technology to improve fuel economy rather than enhanced performance and heavier vehicles. It must also steer consumer demand towards more energy efficient vehicles. Countries must start developing national fuel economy initiatives right now and the GFEI is working with regions and countries around the world to move forward in this respect.

David Ward, FIA Foundation Director General said: “It is clear that the 50% global fuel economy target is achievable on a worldwide basis. But to achieve it we need global action now so that we can see significant cuts in fuel consumption for new cars during this decade and the next.”

Robert E Skinner, Jr, TRB Executive Director said: “Greatly improving average fuel economy will be absolutely critical to curtailing transportation’s contributions to greenhouse gas emissions and global warming. The Global Fuel Economy Initiative is helping to show the way forward and doing so on a global basis.”

Notes to editors

- ‘50 by 50’, *Prospects and Progress* was independently prepared for the GFEI by George C. Eads Senior Consultant - Charles River Associates. It was presented at the TRB Annual Meeting on 25 January 2011.
- Full copies of the report are available at www.globalfueleconomy.org.
- The GFEI is supporting countries worldwide to develop the frameworks and policies required to significantly improve automotive fuel economy. The GFEI is also raising awareness and capacity of all stakeholders, including lawmakers and the general public, on the issue of fuel economy. This will be done by supporting national policy development, labelling programs, public information campaigns and continued use of workshops and conferences to share information and the results of recent research.
- The FIA Foundation is an independent UK registered charity which manages and supports an international programme of activities promoting environmental protection, road safety and sustainable mobility, as well as funding specialist motor sport safety research. www.fiafoundation.org
- The International Energy Agency (IEA) is an intergovernmental organisation which acts as energy policy advisor to 28 member countries in their effort to ensure reliable, affordable and clean energy for their citizens. www.iea.org
- The International Transport Forum (ITF) is an intergovernmental organisation within the OECD family that acts as a policy think tank and organises an annual summit of transport ministers. The ITF’s goal is to advance the global transport policy agenda and ensure that it contributes to economic growth, environmental protection, social inclusion and the preservation of human life and well-being. www.internationaltransportforum.org
- The United Nations Environment Programme (UNEP) is the principal UN Environment Agency, its mission is to provide leadership and encourage partnership in caring for the environment by inspiring, informing, and enabling nations and peoples to improve their quality of life without compromising that of future generations. www.unep.org

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