
Towards a Global Approach to Automotive Fuel Efficiency

Challenges for Global Coordination

Jack Short

International Transport Forum

The International Transport Forum

- A forum run by governments, open to business, research and civil society - 51 Countries
- Part of OECD family, successor to ECMT
- Annual Ministerial last week of May, Leipzig

www.internationaltransportforum.org



Ministerial Forum Leipzig

28-30 May 2008

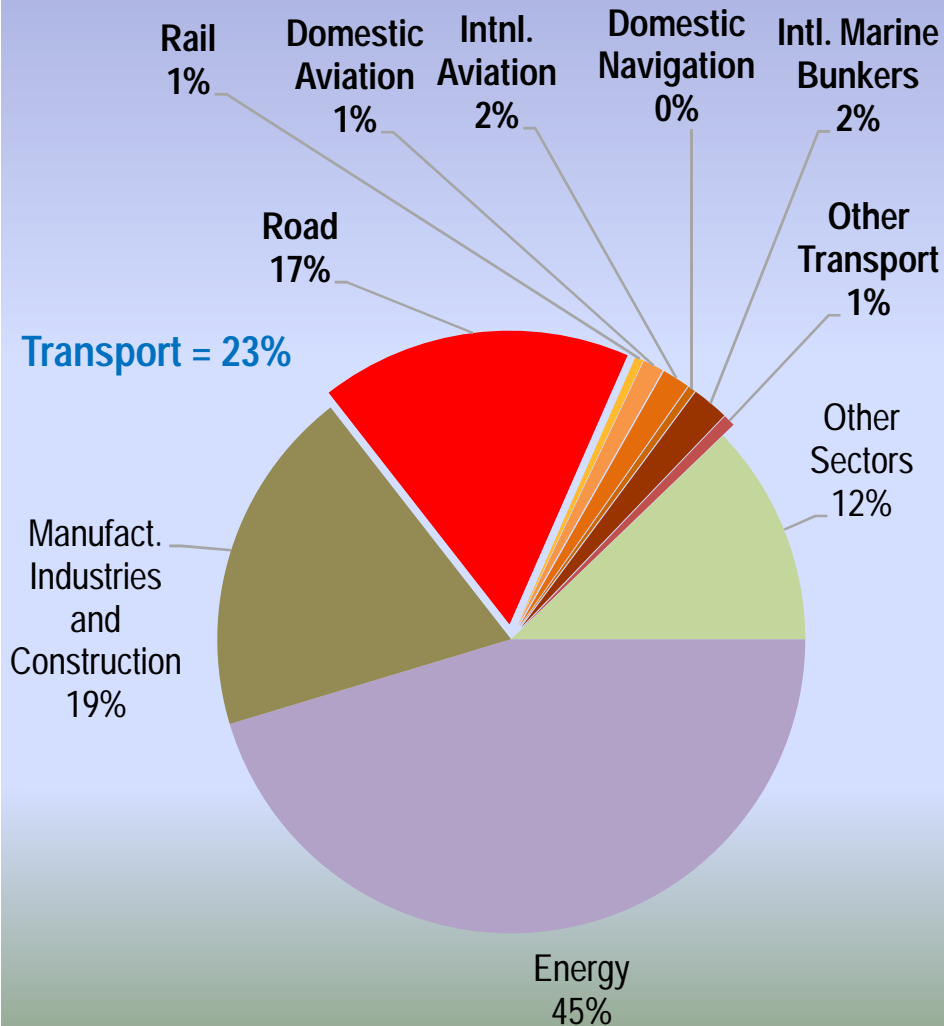
TRANSPORT and ENERGY

The Challenge of Climate Change

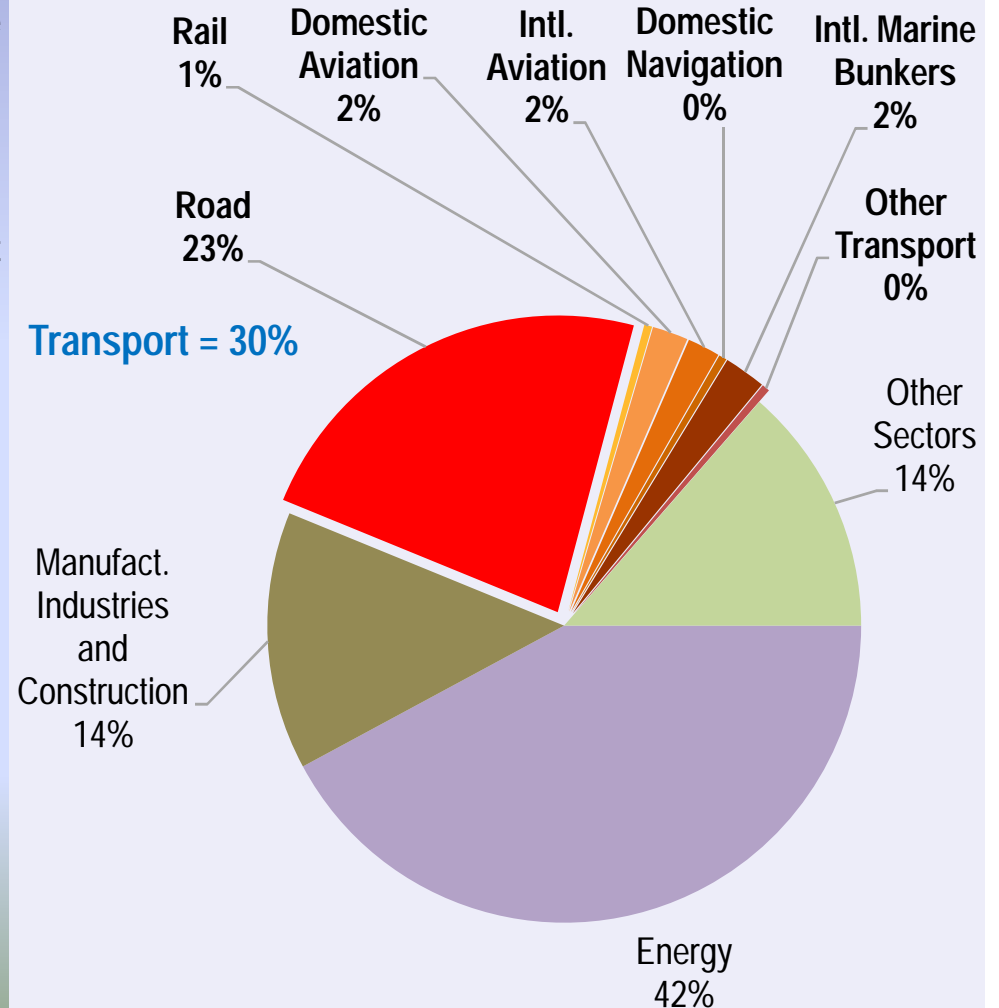
Transport's Share of CO₂ emissions from fuel combustion

(2005 IEA data, including international aviation and maritime)

World

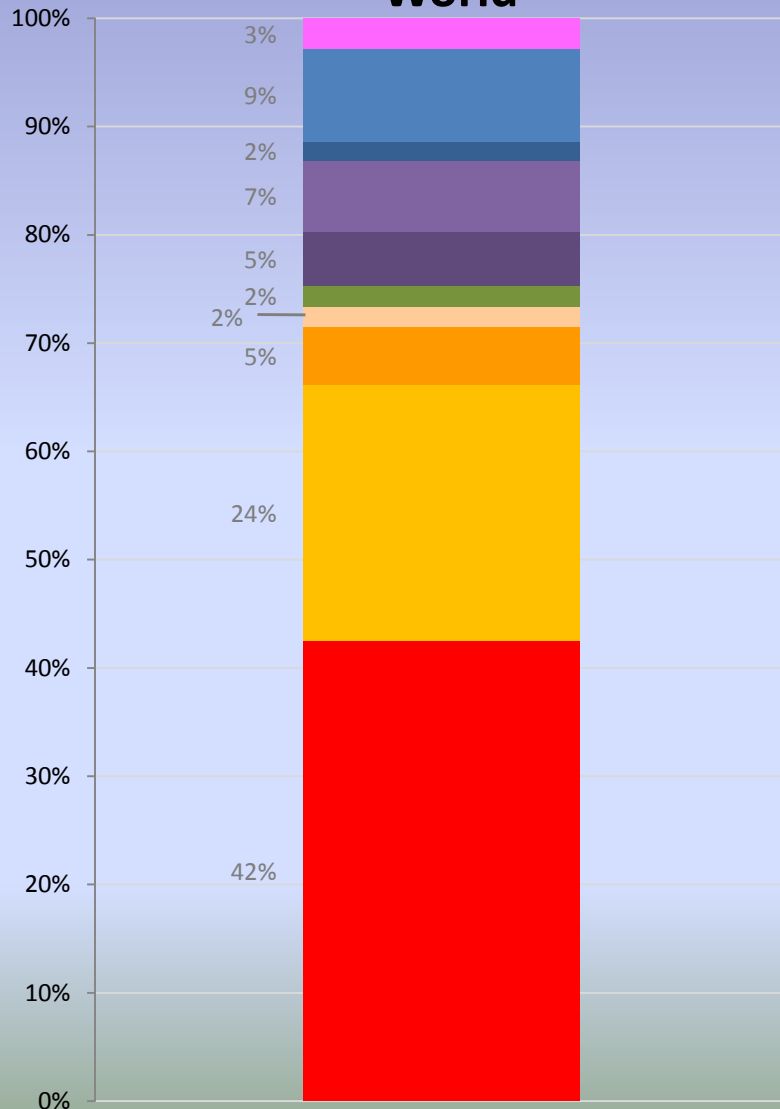


OECD



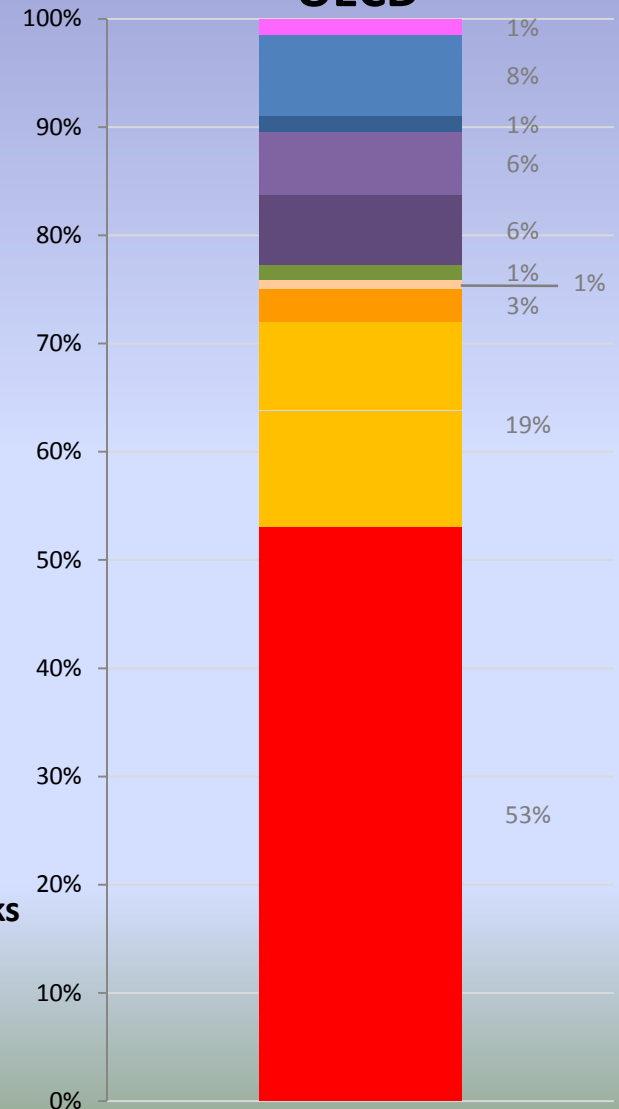
Modal Shares of Transport CO₂ emissions 2005

World

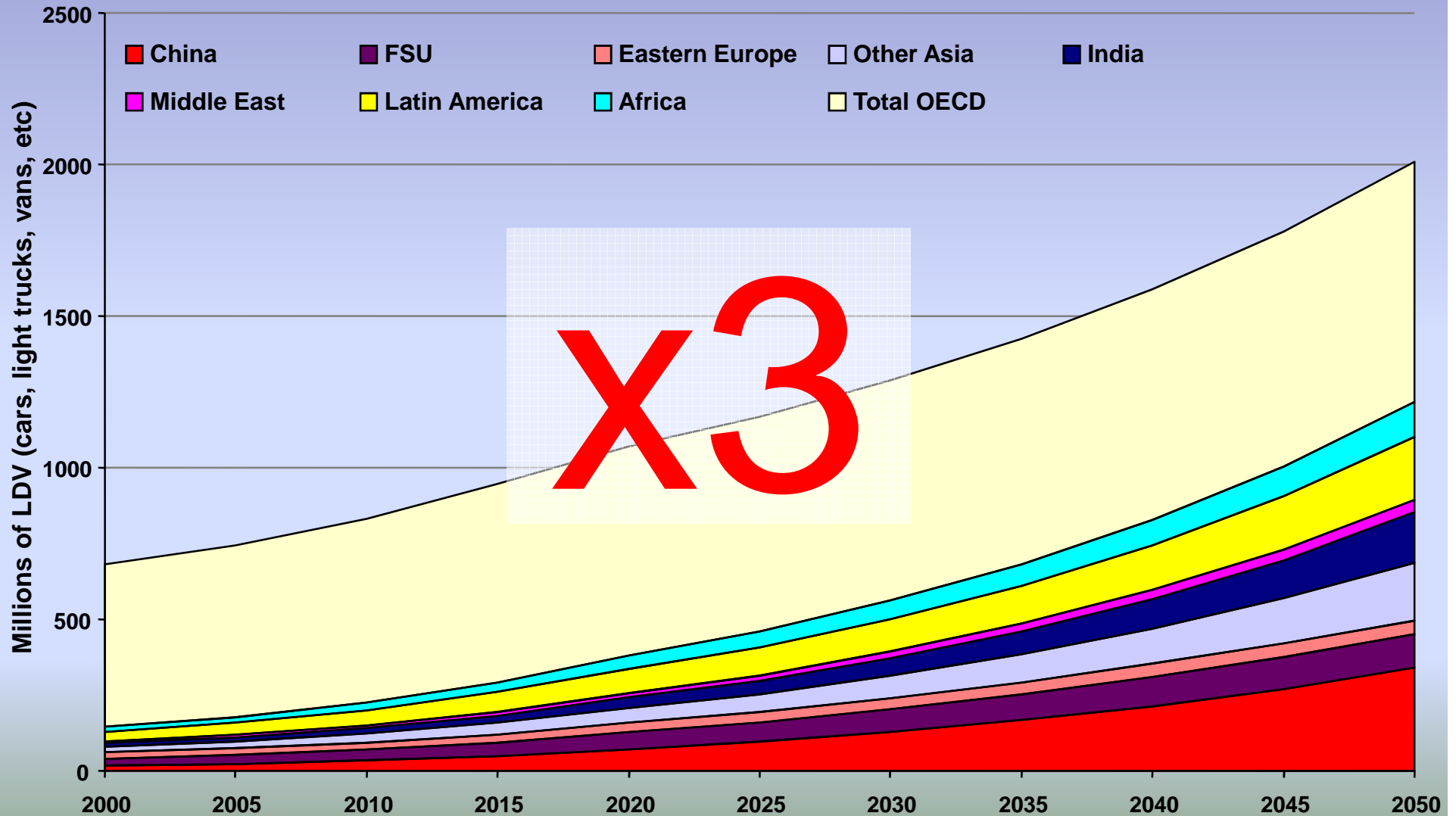


- Other Transport
- International Marine Bunkers
- Domestic Navigation
- International Aviation
- Domestic Aviation
- Rail
- 2 and 3 Wheelers
- Buses
- Medium and Large Trucks
- Cars and Light-duty Vehicles

OECD



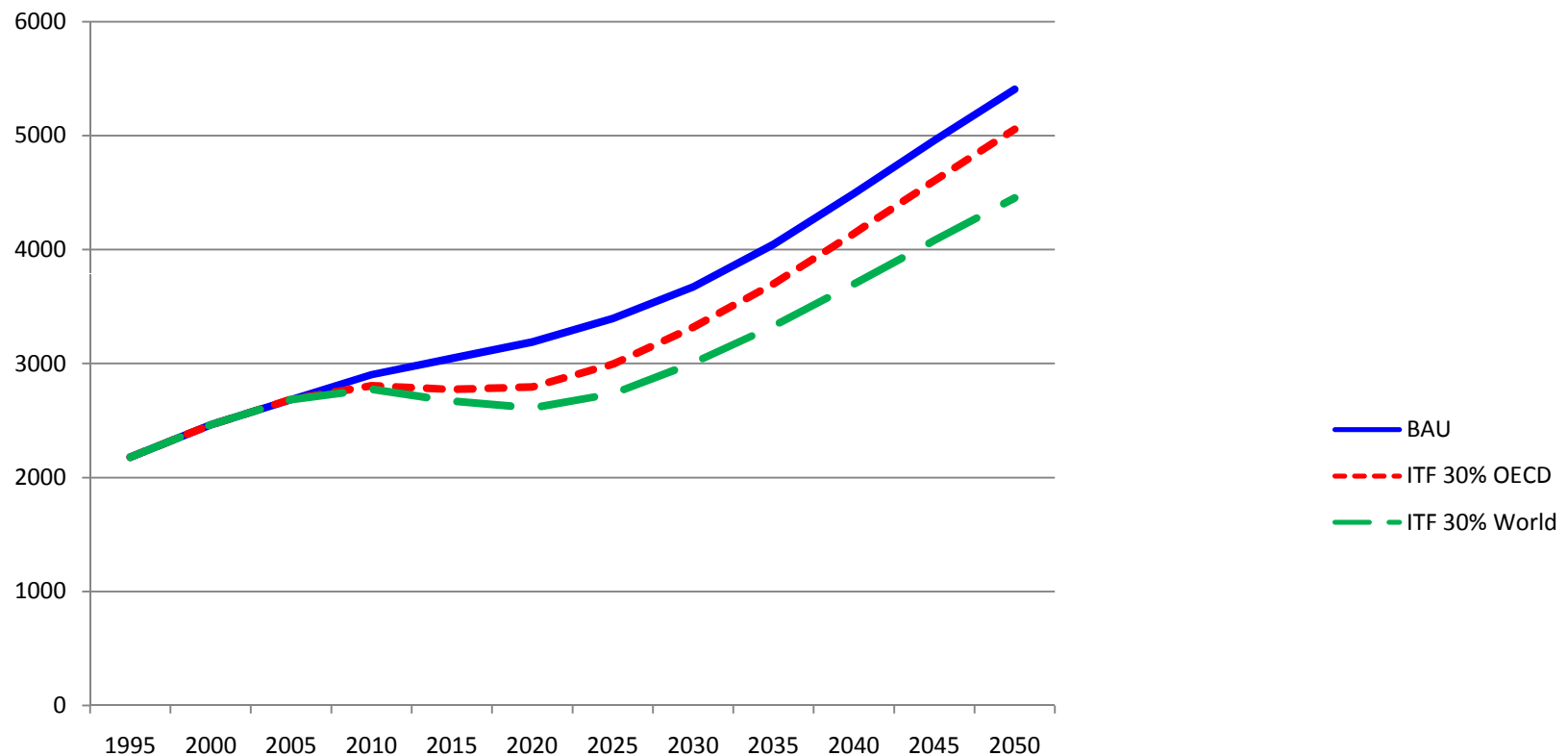
World motorization WBCSD Projections



Source: IEA

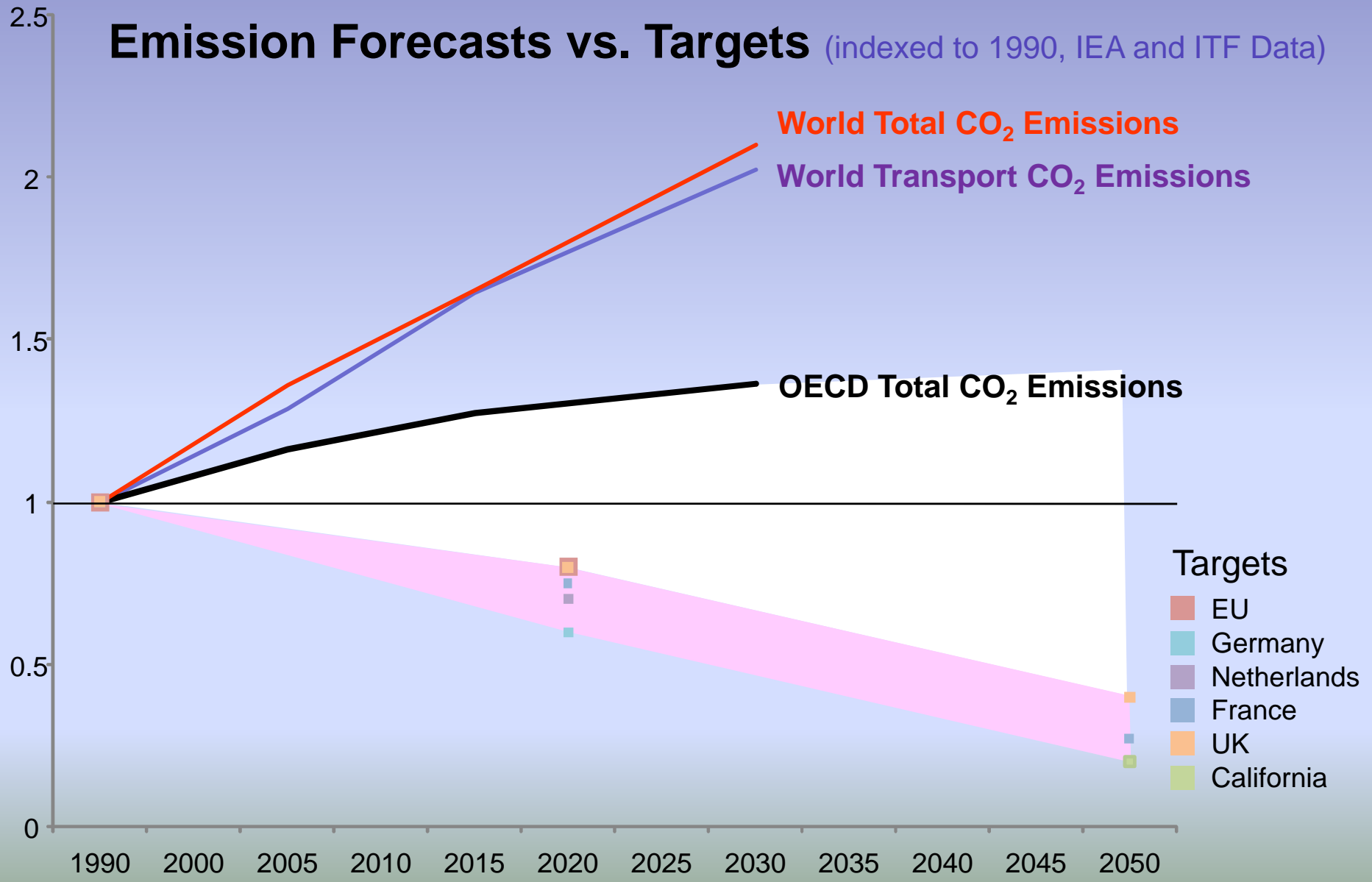
World LDV Emissions (Mt of CO₂ equivalent)

BAU and Heywood-King maximum incremental technology potential deployed in OECD and World-wide: 30% improvement by 2015



ITF calculation based on the IEA MoMo model, version 2008

Emission Forecasts vs. Targets (indexed to 1990, IEA and ITF Data)



Transport policy package

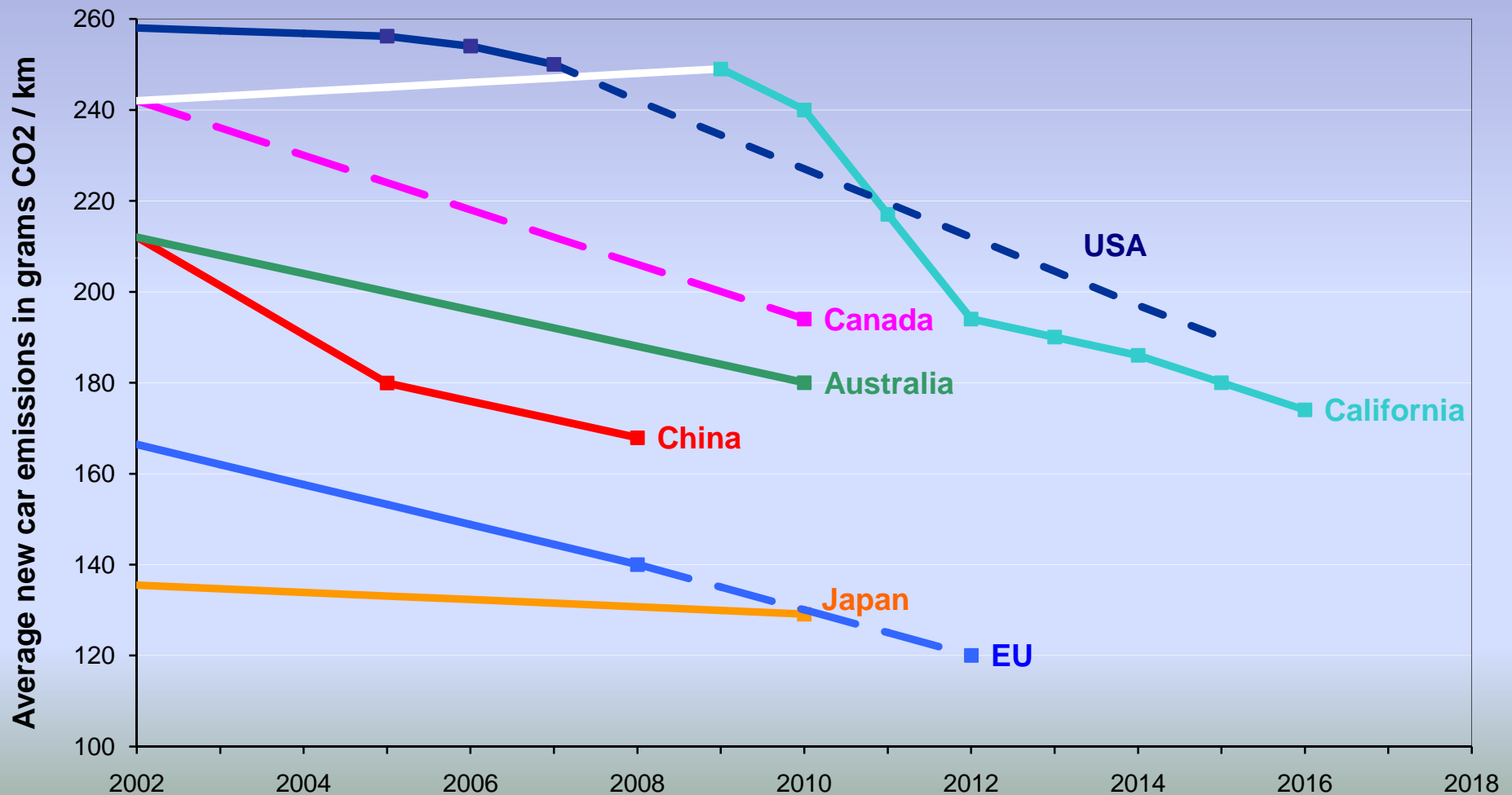
- Most quantifiable cuts: vehicle efficiency measures
 - Voluntary agreement and tax incentives
 - Or vehicle fuel efficiency standards
 - Potential halving of per vehicle emissions by 2035 (Heywood, King) including downsizing
 - Views diverge on costs
- Most cost-effective measures: standards/incentives for ecodriving, tyres, lubricants, electrical components
 - 10% + emissions cuts at very low cost

A more global approach on

- Vehicle fuel efficiency standards?
 - Stringency of standards?

Comparison of car standards CO₂/km

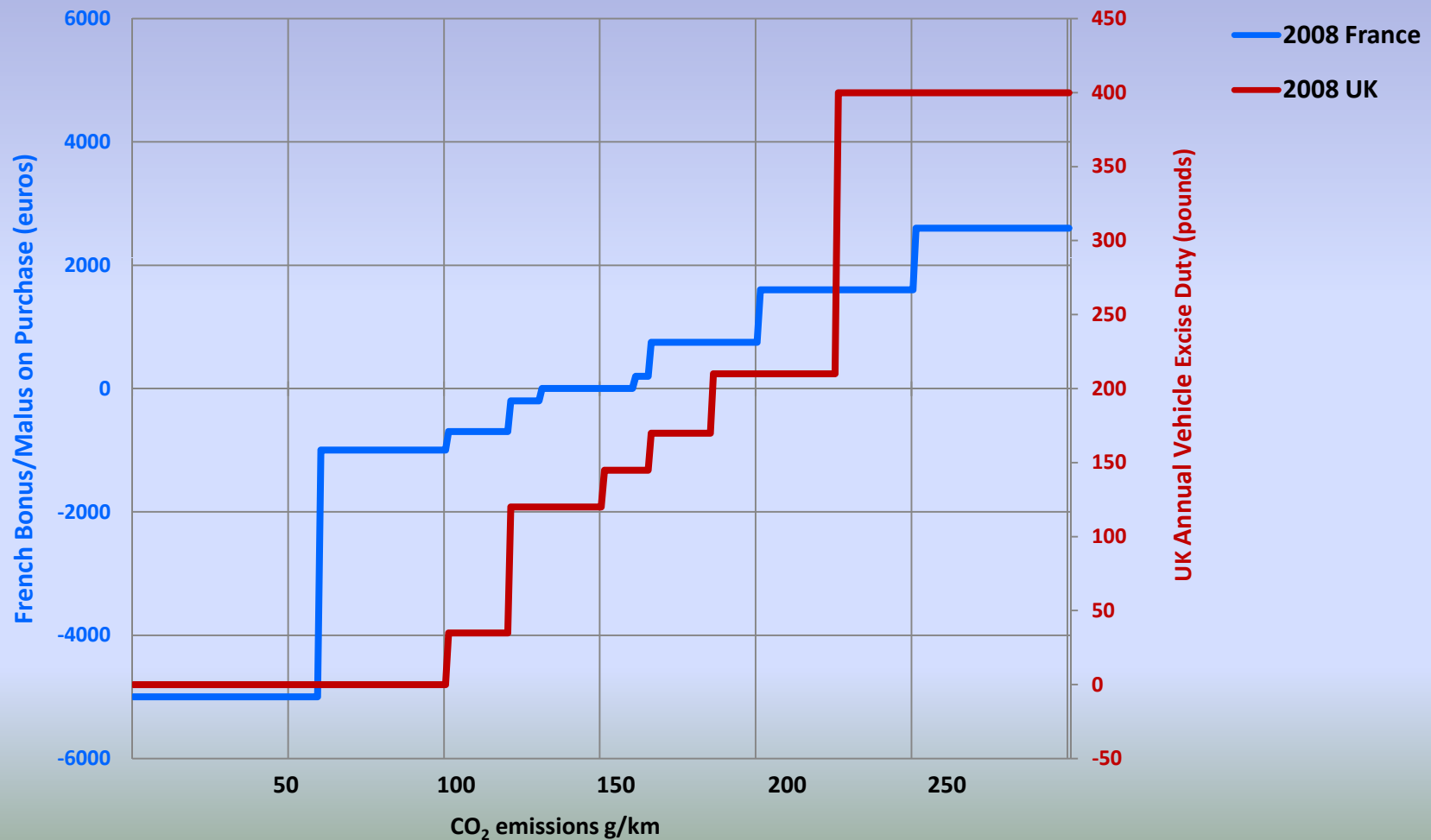
PEW Centre – USA new CAFÉ projected by ITF with 50:50 car/truck split



A more global approach on

- Vehicle fuel efficiency standards?
 - Stringency of standards?
 - Design of standards and differentiation?
 - Weight or Footprint
 - Classes or Curve
 - Vehicle fuel efficiency test cycles?
- Vehicle component standards (e.g. tyres)?
- Vehicle labelling / consumer tests?
- Vehicle taxes?

Do mismatches in vehicle tax differentiation matter?



Benefits

- Cost savings for manufacturers
- Economies of scale
- Improved test cycles

And Risks

- Delays in agreeing standards
- Difficulties in amending agreed standards
- Lowest common denominator agreements

Thank You

For more information:
www.InternationalTransportForum.org

