



**Clearing-House for the
Partnership for Clean Fuels and Vehicles**
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**SUMMARY OF THE EIGHTH MEETING OF THE
GLOBAL PARTNERSHIP FOR CLEAN FUELS AND VEHICLES
Washington D.C., USA
21 – 22 April 2010**

The 8th Global Partnership Meeting (8GPM) of the Partnership for Clean Fuels and Vehicles (PCFV), organised by the PCFV Clearing House with support from the US EPA, was hosted by the United States Environmental Protection Agency (US EPA) and opened by Ms Michelle de Pass, Deputy *Assistant Administrator, Office of International Affairs (OIA)*.

Thirty five member organizations were in attendance represented by 74 participants (two via conference call) along with eight observers. [See attached list of participants]

Mr. Bill Mansfield of UNEP moderated the meeting on behalf of the Clearing House. The moderator stated he was impressed with PCFV's accomplishments and that the host, USEPA, has a special place in PCFV's history as one of its founders and a major donor. Mr Mansfield further stated that the USEPA had contributed substantially to the PCFV and stated PCFV's appreciation for EPA's hosting of 8GPM.

Ms Michelle de Pass opened the meeting, expressing her delight to be at the Global Meeting and her interest in staying longer and listening to the morning sessions to hear more about the Partnership. On behalf of Ms Jackson and the US EPA, she welcomed partners to the US and to the meeting. Ms de Pass stated that the 8th Global Partners Meeting provided a great opportunity to recognize the good work that the PCFV has done. Recalling growing up in New York and travelling in the regions that PCFV represents, Ms de Pass stated she had seen the impacts of dirty fuels on urban living.

She further stated that it was opportune that 8GPM was convened during Earth Day and the 40th anniversary of both Earth Day and US EPA. Ms de Pass stated that the work of environmental protection cannot be done without partners and thanked partners of the PCFV for the good partnership, adding that EPA's commitment to the partnership has remained the same over the years.

Ms de Pass pointed out the interconnectivity of transport systems throughout the world. The different pace of development means that dirty diesel continues to be an issue. The meeting informed of EPA's success in reducing emission from transport sector in the US, where diesel is now legally at 15ppm. EPA, working with the US government, was working to also ensure that all diesel vehicles are equipped with particulate filters.

The US EPA was happy to be working with other organizations such as the PCFV. In this regard, Ms de Pass stated that for her oncoming visit in May to Africa with the US Administrator, she was proud that she would be able, with UNEP Executive Director Mr. Achim Steiner, to fill up a car with low sulphur fuel in Nairobi as a sign that low sulphur fuels can happen in Africa.

Ms de Pass applauded the PCFV for always staying focused on specifics which are measurable and immediate, which has resulted in a successful model. She gave the number of leaded countries now standing at less than a dozen as an example of PCFV's achievement. The other example was that of being able to bring partners together to agree on a goal for low sulphur.

The meeting Moderator thanked the EPA staff of Angela Bandermeier and Dennis Leaf as well as their administration staff for their help in organizing this meeting.



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Session I - Regional Overviews

Regional progress reports were presented by regional panels chaired by CAI Asia for Asia, NAAMSA for Africa, USEPA for Middle East and North Africa, Mario Molina Centre for Latin America and the Caribbean and the REC who participated via conference call, for Central and Eastern Europe.

Partners noted the similarity of “lessons” learned from the regional presentations. It was observed that the Clean Fleet Management Toolkit training workshops were clearly paying off. It was also noted that where emissions standards are not aligned with fuel standards, progress is hindered. Partners noted that the right price signals were not being given at the fuel pump and hence consumers always opt for cheaper fuel regardless of sulphur content. Also clear was the huge challenge facing developing and transition countries in enforcement and monitoring. The opportunity to dramatically increase health benefits of lead phase out when emissions and fuels standards are harmonized was restated as an emphasis area for the C-H.

The need to define what complete success entails, particularly in the case of the lead campaign where all but 11 countries (representing 0.1% of global gasoline sales), was raised. The need to document a completion of the lead elimination campaign, a core PCFV mission, was emphasized.

It was agreed that there was need to be more strategic with the sulphur campaign where even in some of the richest amongst the developing and transition countries still have high levels of sulphur in fuels. In other regions and countries, particularly in the Middle East, many refineries were moving ahead with low sulphur even without legislation in order to access wider markets.

The lack of legislated fuel and vehicle standards and the lack of entrenchment of the few standards in existence were discussed as an area of concern. This was particularly evident in the lack of legislation for catalytic convertors. The further aggravation of this issue by the importation of used cars (which have almost wiped out the new car market in many developing and transition countries) was viewed as a concern by Partners. The problem of enforcement as well as removal of convertors because of sellers’ poor perception of the availability of unleaded fuels was cited.

In summary it was noted that most countries were moving to Euro 2 vehicle standards, even to Euro vehicle standards, with the highlight on China’s NOx emission standards where quick movement is possible. In Africa and the Middle East however, not much future movement is forecasted if current standards remain in place.

Partners stated the importance of stakeholder education and use of the right communicative language (e.g. reduction’ not ‘phase’). Also discussed was the need for the C-H to:

- seek benefit from refinery expertise when advising countries to move from one level to another;
- offer advice to countries where multi sulphur levels are in existence e.g. cities versus national status to avoid new problems being created by having new cars purchased for low sulphur markets damaged by being exposed when out of the low sulphur cities;
- strengthen North and North East sub-regions of CEE and the Middle East region by cooperating with strategic partners; and
- encourage Governments to adopt better specifications and remove differentiation between the law and the ‘typical’ situation. It was estimated that 1/3 of countries still have 10,000ppm sulphur standards on their statutes while the actual sulphur levels are lower.



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Session I continued....Programme of Work 2008/2009 Overview

An overview of the PCFV Clearing-House team was presented. C-H changes include the addition of consultants to support LAC and Asia-Pacific, one support staff for websites/ communications' with the objective to provide more support to the national level.

Partners were briefed on 92 activities carried out over the 2008/2009 biennium (budget of USD 2.8 mln) which showed the number of vehicle activities and Asia region activities had significantly increased, as requested by Partners in previous GPMs.

Key Achievements between 1/1/08 and 1/1/09 included 10 countries going unleaded (Bhutan, Jordan, FYR Macedonia, Lao PDR, Mongolia, Morocco, Palestine, Uzbekistan, Tajikistan and Tunisia), Ministerial decisions and recommendations for all 5 African sub regions for moving to 50ppm as well as several countries adopting national standards for 50ppm or 500ppm. Twelve countries were supported in national plans for sulphur reduction and 71 countries have formally adopted targets and timeframes for 50ppm. Another 11 countries have announced Road Maps for sulphur reduction bringing a total of 82 out of the 146 developing and transitional countries having adopted targets and/or policies to reduce fuel sulphur levels.

In addition, national clean vehicles policies and cleaner bus fleets were promoted through 27 regional and 9 global events. The UNEP clean fleet management toolkit was launched and 12 PCFV workshops/trainings were organized in Asia, Central and Eastern Europe, Latin America and the Middle East. The development of a global database to review/compare countries will substantially enhance PCFV vehicles work.

Ten leaded countries now remain of which three (Serbia, Montenegro and Bosnia) are set to go unleaded in a few months, effectively leaving only 7 leaded countries.

It was noted that the PCFV was on track for both spending and replenishment and there was growing interest in PCFV's work and the Clearing-House thanked partners and donors. Partners congratulated the C-H for the work done over the 2008/2009 period.

Enforcement and monitoring was seen as a huge issue that needs to be addressed in more detail. It was again emphasized that the C-H should take opportunity to restate to countries the dramatic health benefit increase from lead phase out when emissions and fuels standards are harmonized. In addition the PCFV need to define what 'complete' success entails for the core campaigns (e.g. lead campaign where effectively only 7 countries marketing leaded petrol - contributing to 0.01% of total fuels - remain).

Session I continued....Impact Studies

Fuel Sampling Program

Results of a fuel sampling program that analyzed data collected from June 2008 to February 2009 were presented. The objective of the sampling program, as agreed by Partners from 7GPM, was to help confirm stoppage of lead use, increase awareness, and enhance PCFV credibility to the positive achievements of lead-free use of leaded petrol.

Of the 19 countries sampled in Africa, only three countries sampled contained high lead levels which were no surprise. These three countries were Morocco, who eliminated lead at the end of 2009 and the test result



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received was expected as samples are taken only one to two times a year. Morocco had a level close to the lead Euro standard EN228 spec of 0.005 g Pb/mL. The other two countries, Algeria and Tunisia had lead traces well below the minimum standards. This was a positive result as Algeria is still marked as leaded in PCFV records and Tunisia just went unleaded in January 2010.

Of the 11 countries sampled in South America and 12 in Caribbean, Central & North America regions not a single country showed lead traces, while of 35 countries in Asia only one (Myanmar – classified by PCFV as leaded) recorded a lead level of 0.053 g Pb/mL. Two countries (Pakistan and Lebanon) showed lead traces but these were below 0.001 g Pb/mL and hence below many standards that define lead levels.

In Europe, of the 40 countries sampled only two countries (Bosnia and France) had traces, which were both below lead minimum levels.

The fuel sampling program was therefore summarized by Partners as a successful initiative that had delivered on its goals. It was agreed that results were consistent with known status in countries. There were no countries in the data results requiring follow up by the C-H. There was, however, a request was made by the meeting for inclusion of countries not in the sampling program. Countries where sampling was requested were Yemen, Afghanistan and North Korea. AFTON undertook to revert on the possibility of inclusion of these countries in a later program.

Members discussed merits of doing a follow-up program to pursue other sources of information, maintain flexibility to implement “country specific” solutions as well as the possibility of including sulphur. AFTON was asked to look into same countries and provide a study on fuel sulphur levels.

The C-H thanked AFTON Chemicals for the valuable work, noting that this was good news which validates PCFV work and the data that is put out to the public in the form of maps and matrices. The C-H requested partners with similar testing programs e.g. Toyota to consider giving such data to the PCFV.

One partner queried the viability of specification, particularly for France, and AFTON undertook to look into this query. Concern was also expressed by other partners that only the lead parameter was being looked at, and that benzene and other aromatics of concern (due to reactivity gasoline and not just toxicity) were not covered.

AFTON advised that the sampling does include other parameters, including sulphur, but pointed out the PCFV would need to discuss and agree that these were components that the partnership now wished to look at.

FOLLOW UP:

- Partners with similar testing and/or sampling programs to consider providing useful data on lead & sulphur levels to the C-H
- AFTON to discuss with its partner the possibility of data on countries not presently covered but requested by the C-H

Global Lead Health Impact Study

A presentation summarizing a study on the global benefits of lead phase-out commissioned by the C-H was made by Dr. Thomas H. Hatfield and Peter Tsai, Professor and Chair Department of Environmental and Occupational Health and Post graduate student respectively, of California State University.



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The study results showed the total benefits from elimination of lead from fuel to be 2 Trillion US dollars per year i.e. 4% of world GDP. For developing nations the benefit was quantified at 700 Billion dollars i.e. 4% of GDP. Health benefits include a saving of 1,089,028 adult deaths/year, an estimated 125,403 child mortality deaths/year and 322 million IQ points/year.

Partners applauded the scientific quantification of global lead phase out over the years and expressed their pleasant surprise at the significant sum of benefits. They therefore requested that the study be peer reviewed as fast as possible to verify and validate these significant numbers. When the study results are verified, Partners stated that this would be a powerful and effective validation of the PCFV work and which needed to be communicated to the public, governments and donors, including potential PCFV donors. Prof Hatfield confirmed the study was going into peer review and was happy to provide the information to Partners.

There was a Partner query as to whether the PCFV was considering an expansion of its lead work because there was still “legally sanctioned” lead on the market and therefore elimination of lead was not yet over. The C-H clarified that as a partnership for fuels and vehicles the PCFV was not looking to expand to other lead areas. However, Partners were informed of a new UNEP Alliance for lead in paint that had been initiated. Partners would have the opportunity to hear more on this lead elimination initiative on 22nd April and decide their participation.

SESSION II – VEHICLES

The C-H made a presentation of vehicles activities by recapping 7GPM discussions when it was agreed to have a clean vehicles program that advocated a systems approach to maximize emissions reductions, emphasizing co-benefits and linking with black carbon (BC). This led to the creation of a working group and the need to review existing activities in light of a more comprehensive approach.

The Vehicles Working Group then proceeded to give an update through the Ag. Chair of the Group. A Partner then made a proposal for the development of a global campaign (similar to lead and sulphur campaigns) on used vehicles. The proposal requested the PCFV to review its possible role in regulating used vehicles. The proposal called for the setting up of a PCFV Working Group to develop a campaign. Such a Working Group would focus on getting better data on vehicles flows and quality, getting a global agreement/ targets for national regulation, support countries in implementing targets and focus both on importing and exporting countries. The Partner pointed that the first three approaches were very much in line with past PCFV approaches while the fourth would be new to PCFV. The Partner further informed the meeting that the European Commission was also in the process of developing a used vehicles policy which could be used as a possible example or input.

The C-H then summarized to Partners the two major focus areas for vehicles in 2010/2011 and beyond. The following was noted: support for national policy development for cleaner vehicles (which includes efficient vehicles (GFEI – Climate change); import restrictions; link to cleaner fuels and focus on national level activity; and the UNEP proposed 2nd hand vehicle work.

A useful and intense strategic discussion on the PCFV vehicle work ensued and it was agreed that in addition to the agreed focus on the vehicles working the PCFV (co-benefits) as agreed last year, the C-H would also:

1. Prepare two documents
 - Produce a catalytic convertor pamphlet, with a fact sheet, detailing how to reap the benefits of maximizing lead free fuel. This would be a very short document.



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- Produce a 30 page document, with a fact sheet, on how to reap the benefits of lower sulphur.
2. Hold off the issue of BC at present.
3. First generate more data on the issue of trade in used vehicles before going to a specific working group and campaign. And to report the findings at next GPM.

The Vehicle Working Group would oversee the development of these two documents and their accompanying fact sheets.

DAY 2: 22nd April

SESSION 111 – 2010/11 PCFV PROPOSED WORK PROGRAMME

The C-H presented the 2010-2011 program for review and approval by partners highlighting the focus area for 2010-2011 as:

- Completion of lead phase out through developing tailor made action plans for the remaining countries;
- Sulphur reductions with emphasis on national and sub-regional level
 - National: another 40+ countries to set policies
 - National follow-up to those that have adopted plans and targets;
- Develop vehicles work;
- Strengthen cooperation with regional anchors (incl. Africa and Middle East);
- More activities in Asia and LAC (now that separate staff are dedicated for these regions);
- Further strengthen cooperation with GFEI.

The commensurate budget to these activities is USD 2,638,810 of which USD 918,310 (35%) is already funded. The balance of USD 1,720,500 has yet to be realized through fundraising efforts. A shortfall of 18% (312 KUSD) for staff salaries was anticipated and partners/donors were kindly requested to review the component earmarked for the C-H as it was an essential part to actualizing program activities. US EPA undertook to look at how they could further support the C-H on staff costs. The Clearing House pointed out that several main donors (EC, VROM, TNT) whose support had ended with projects expiring in 2008/09 were now in the process of reviewing new projects submitted by the C-H. Renewal of this support had been factored into the 2010/2011 budget. On the basis of this, the C-H is confident it will be able to implement the PoW 2010/2011.

Comments by Partners included a query on why Africa, handled by one professional, was reported as sub Saharan region with North Africa reported in the Middle East, North Africa and West Asia (MENAWA) region. A request was made to the C-H that Africa be reported as one region. It was agreed that the matter be discussed in the Advisory Group given sound arguments for keeping the North Africa countries in the Middle East region with which they have more linkage.

A query was raised on the efficacy of a 2.8 MUSD budget when 2008-2009 totaled 2.6 MUSD; members accepted that 2.8 was based on available and pledged funds and was indicative. The final budget may, as in the case of 2008-2009 biennium, rise.

Leaded gasoline campaign

There ensued a discussion on what defines “success” on the lead campaign and whether the PCFV ought to get involved in elimination of lead in other uses (outside of automotive fuels) due to its success in elimination



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of lead in gasoline and because there was no other vehicle suitable to do this work. Partners concluded that PCFV had enough on its plate without taking on more. Success in its fuels work, in PCFV terms, was defined as elimination of leaded petrol and adoption by countries of plans to go to 50ppm while success in PCFV vehicles work is not as clear and at present the mandate from Partners was for a focus on leaded petrol only. It was agreed that the criteria for success should be defined by PCFV for each of its campaigns, so that success can be measured.

Partners however were advised of discussions in UNEP to look at lead in aviation fuels which was something the Partnership, if it so wished, could look at if it so decided. One Partner requested the meeting to keep the issue open as lead relates to internal combustion engines. It was concerned that PCFV was relating lead to petrol only and requested that addressing lead should be for all internal combustion engines.

While there was agreement that the PCFV should look at these low lying fruits, it was agreed that this should not be allowed to take PCFV from its other tasks. Partners again congratulated the C-H; although the lead issue hadn't been solved, the Partnership had done a very good job. It was further stated that some of the few remaining countries were going to be very hard to address and the Partnership should not become obsessed to the extent that funding is taken away from sulphur or vehicle work.

Decommissioning of TEL facilities & equipment was also identified as an integral part of what PCFV is doing. PCFV's decommissioning work, such as publications and workshops had been done as the first point of contact for those struggling with decommissioning. The C-H does not have the expertise on this issue and therefore refers this work to others. Partners lauded what the PCFV was doing on the decommissioning as a good example of how the PCFV can catalyze the world.

One Partner raised concern on the real risk of decommissioned facilities falling back into use hence their view that lead elimination is not complete without the decommissioning of facilities. This Partner made a proposal for the PCFV to consider doing an inventory and publication list of where decommissioned equipment is, as there is no list like it in the world. It was noted that PCFV had both the expertise and partners with the knowledge on how to compile such a list. The meeting approved the development of such a list by the C-H.

Vehicles

Support was expressed by a partner for the focus of the 2010/2011 programme of Work as the goals were clear. Concern was, however, expressed that vehicles goals were less clear; this view was echoed by other Partners. It was suggested the Partnership needs to articulate a common denominator goal for vehicles whether this was to be harmonization for vehicles standards or catalytic standards for all countries. Partners also expressed concern on the whole issue of enforcement. While enforcement is not PCFV's role, capacity building for enforcement is a role for the PCFV to consider working in close cooperation with partners and others.

Members noted that linkage of PCFV work with BC is important as the PCFV has been very effective.

There were a number of suggestions including:

- A Partner expressed the need for the PCFV to look at other fuel parameters (including vapor recovery), citing the fuel sampling presentation and discussion. A suggestion was made for the reconstitution of the vehicles Working Group to look at this new purpose because the current Working Group was constituted to look at co-benefits.
- Proposal by a Partner for the PCFV to promote a study on policy analysis in lessons learnt from phasing out lead in gasoline to be used in the work of sulphur reduction.



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- A recommendation that the vehicles Working Group develop specific goals e.g. 100% particulate filters in cars in 10 years etc.
- A recommendation for a new Working Group on vehicles was made.
- A recommendation that the new Working Group deliver specific deliverables at the national policy level and at the metropolitan level.
- That more work be done on sulphur at the national level including its linkage to vehicles. It was agreed that the focus in the sulphur fact sheet be on what countries can do with clean fuels.

Requests were also made for the C-H to:

- Make available on the website the actual vehicle standards legislation per country. What is currently on the web in vehicles is scanty and could be more populated. NAAMSA offered to help the PCFV in this aspect, and the Partnership agreed.

The meeting agreed that PCFV vehicle goals are less clear and proposed that this be discussed next year after the vehicles Work Group had completed its work. This would help in developing measurable goals proposed by Partners. Responding to suggestions that C-H consider providing capacity building in enforcement programs, the C-H clarified that enforcement workshops have been done on demand. The C-H stated its reluctance to carry out this type of activity as a campaign. The reluctance was due to the large amount of work involved in this type of activity. This is particularly so in countries where little standards are in place as it would be difficult to build what is not there.

Partners were advised that the C-H had been asked many times for presentations on what the PCFV had done and how; this could be consolidated and sent to Partners in response to the enquiry on documenting lessons learnt. Such presentations include the new Lead in-Paint Alliance, the UNEP Lead evaluation etc.

FOLLOW UP:

- The Clearing House to implement the Work Programme 2010/2011.
- The Clearing House to look for additional financial support and in-kind support for PCFV activities.
- Review the classification of PCFV regions with the Advisory Group.
- Consider developing a “lead facilities global list”, start with Africa.
- Update and make available the vehicles matrices of national vehicle standards.
- Redefinition of the work being carried out by the working group in view of strategic GPM discussions.

SESSION IV COMMUNICATION

Communications & Information Issues

Launch of clean fuels and vehicles database

The C-H presented to Partners the progress of a ‘Global Online Clean Fuels, Vehicles and Automotive Fuel Efficiency Database’ project commenced in 2009. The C-H asked for Partner feedback and comments prior to a formal public launch. The project objective is to collect, organize and communicate information that supports and tracks the partnership-agreed global targets as well as present fuels and vehicles data in a systematic and comprehensive manner.

Partners applauded the project and congratulated the C-H on efforts so far as presented in the live “demo” run of the database. Of especial appreciation was the mapping tool incorporated into the Database. Partners felt that the Database was a useful and valuable tool (especially for bench marking). The C-H was urged,



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in response to suggestions made across the floor for additional parameters, to focus on the PCFV core missions of lead, sulphur and vehicles standards. This would help maintain quality control and ease of updating. The core advice was for C-H to focus on getting credible data on important parameters. Suggestions were also made by a Partner that Hart Energy (IFQC) and others specializing in data acquisition consider providing the C-H with data as they are members.

Changes and improvements proposed to the website:

- Focus on few but accurate data as it is better to have no data than bad data.
- Where a national fuel specification is available, indicate whether it is a government or a refiner specification.
- Be clear where max specs are given if these are max government specs or just typical max specs.
- Indicate data source as much as possible, qualifying whether data is official data or a C-H estimate.
- Indicate the date of the data and if possible when it was last updated and the frequency of update.
- Fuel parameters are too few. Consider adding fuel parameters as these are easily available and Partners can help.
- Include heavy diesel vehicles (HDV) in the database as a matter of urgency, as sulphur is central to PCFV campaigns.
- Improve the questionnaire and make the questions open ended.
- Make the database interactive and consider utilizing social interactive sites e.g. Face book, Twitter, U-Tube etc.

New PCFV Website

Partners congratulated the C-H for a new, fresh and modern website. A suggestion was made for the C-H to think how to bridge the website and the database. In particular consideration on how to add more information on how countries can achieve lead, sulphur and vehicle goals would be useful. Suggested methods included the use of case studies submitted through a web link. Partners felt this type of information could be a tremendous asset to countries. An added suggestion was made for the C-H to engage the media more through invitations, use of media friendly language in documents, and by putting a “face” to the Partnership through documents such as the global lead impact study.

New Publications & Papers

The PCFV presented its new publications and papers contained in the 8GPM CD issued to Partners.

Donor Policy

The C-H presented a donor recognition policy which had been approved by the Advisory Group. The policy sets out a formal recognition guideline of donors by the PCFV and to increase, where possible, the visibility of these donors. Partners noted the new policy.

FOLLOW UP:

- Send Database and new website links to Partners.
- Make improvements to the Database as suggested, focusing on data integrity, quality and core mandate prior to public launch.
- PCFV Partners to support population of the Global Online Clean Fuels, Vehicles and Automotive Fuel Efficiency Database.

Major Forthcoming Events



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The C-H updated Partners on forthcoming events for the period April to December 2010 and partners were encouraged to partner on C-H activities particularly at the national level.

Partner Issues

Global harmonization of fuels standards

PCFV industry partners briefed the meeting on their perspectives on the status of on-going discussions under the informal working on fuel quality under WP29.

The Partners informed the meeting that they had not yet reached any agreement or conclusion to developing a set of global fuel parameters.

Waste Oil Working Group

The Chair of the Waste Oil Working Group briefed the meeting that the Working Group had not yet met as the California EPA had announced commencement of a process for life cycle analysis for used oil. The Group has therefore determined to wait for the methodology to be determined.

Alliance on Lead-in-Paint Side Event

UNEP Chemicals Branch and the International Paint and Printing Ink Council (IPPIC) secretariat briefed Partners on the new Alliance for Elimination of Lead in Paint. Partners were invited to join.

SESSION V STRATEGIC ISSUES

PCFV Strategy post Copenhagen

UNEP briefed partners of developments post Copenhagen in relation to transport and the formation of new initiatives in transport such the Low Carbon Transport Initiative amongst others.

A Partner informed the meeting that the work PCFV is doing is easily the most quantifiable work going on in the transport sector and is therefore eliciting more interest. UNEP gave the example of GEF funding and the Germany BMU fund that have asked for a funding proposal from the PCFV. This illustrates the ability and confidence of the work of the PCFV to get funding from the major environment and climate funds.

The Partner further added that the work of the PCFV is now more and more recognized and has been included in the UNEP team charged with handling the black carbon issue. When addressing BC, donors are looking for interventions that can have measureable results (BC emissions reduction) and transport is one of them.

These comments were echoed by another Partner who stated that there was a lot of uncertainty on where the climate change process is going after Copenhagen. There was therefore a desire to achieve concrete measures in particular sectors such as transport. Donors want to get out of the political rhetoric and achieve concrete results and it was therefore an opportune time for the PCFV.

It was noted that the Copenhagen process involved 30 billion dollars over 3 yrs and 100 billion over 20 years but the mechanisms for devolvement of funds are not clear. Governments therefore need to get together and agree how the mechanisms will be put together and how they will implement the mechanism.



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A Partner made the case that the mass media is an absolute necessity in developing countries and is the key to opening doors to gain political support, which is critical for PCFV work. The PCFV was urged to consider how it can leverage mass media for its work, as media is a key instrument in the countries where the PCFV works. C-H clarified PCFV's regular involvement of the media in its national and regional activities as a public awareness component.

GFEI Cooperation

FIA Foundation, on behalf of the GFEI, who joined the meeting via telephone link briefed the meeting on Global Fuel Economy Initiative (GFEI) activities undertaken thus far and thanked the Partnership for the cooperation extended to the initiative.

The FIA Foundation, as GFEI Secretariat and on behalf of the GFEI, joined the meeting via telephone to brief the meeting on the GFEI activities undertaken thus far and thanked the PCFV for the cooperation extended to the Initiative. As was discussed and agreed at earlier GPMs, the PCFV is working with the GFEI to implementing part of the GFEI - to support developing and transitional countries to adopt efficient vehicles policies.

One partner expressed interest to get closer involved in the GFEI and voiced its concern that thus far the GFEI has not been including other organizations in its work. The partner stated that it has numerous fuel efficiency programs and case studies to share. The Partner said that it is very pleased with the way partners are involved in the PCFV, and the implementation of activities within the PCFV, and suggested this as a model for the GFEI. The FIA Foundation stated that the Initiative does want to have more participating members but that it had needed some time to determine the mechanisms of operation within the GFEI. The FIA Foundation said that the Initiative was now looking forward to discussing further with interested potential Partners.

The C-H summarized their understanding of all issues discussed both in the strategic session and in other GPM sessions and partners confirmed the understanding. Items discussed and agreed in the strategic session and which require follow up included:

FOLLOW UP:

- Agree on a PCFV vehicle goals document for petrol which includes the need for catalytic convertors and a fact sheet.
- Develop and get agreement on PCFV vehicle goals for diesel (i.e. sulphur) and opportunities.
- Review the data gap on the used vehicles trade and seek IEA help. Find out if used vehicles is a big issue, get a global view and bring back proposal to the GPM next year when more information is available.
- Re-focus the vehicle working group and work on identifying what are the measures or goals for the vehicle work.
- Determine with AG if the new vehicles requirements be part of the old Working Group.
- AG to determine if the PCFV would take stock of lead equipment and sites and commence tracking lead equipment.
- Present an organized framework at 9GPM with a series of simple bullets on what PCFV work in vehicles should be i.e. measurable goals with measurable outcomes. Outcomes to include 2-3 central measurable goals for national policy work that enable us to define success. Issues to consider include, without limitation:
 - National emission standards roadmap
 - Catalytic convertors
 - Import restrictions
 - Co-benefits, including Black Carbon



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- Monitoring, compliance and enforcement
- Financial and other incentives
- Urban bus requirements
- Fleet management

AOB / Next GPM

UNEP offered to host the next annual Global Partners Meeting (GPM) in Nairobi and no other offers were received. It was agreed that Advisory Group would make a decision on the venue for 9GPM and communicate to Partners through the C-H.

FOLLOW UP:

- The Clearing-House to revert to Partners on 9GPM location.