



**Clearing-House for the
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**SUMMARY OF THE FIFTH MEETING OF THE
GLOBAL PARTNERSHIP FOR CLEAN FUELS AND VEHICLES
Swissôtel, Quito, Ecuador
15-16 February 2007**

The 5th Global Partnership Meeting (5 GPM) of the Partnership for Clean Fuels and Vehicles (PCFV) was opened by the Minister of Environment of Ecuador and a representative of the Mayor of Quito. Twenty eight PCFV partner organizations participated in Quito, with the Environment Secretariat of Argentina, Ecopetrol Colombia, the International Council on Clean Transportation, and the California Air Resources Board attending as observing institutions. The meeting was organized by the United Nations Environment Programme (UNEP)-based Clearing-House of the PCFV in cooperation with local PCFV partner Corporación Para el Mejoramiento del Aire de Quito (CORPAIRE).

Purpose and expected outputs of 5 GPM

- Discuss progress of the Global Campaign to Eliminate Leaded Gasoline by end 2008 and agreement on a continued strategy to achieve the target;
- Review activities to promote 50 parts per million (ppm) or lower sulphur in fuels worldwide and discussion on how to proceed at regional and national levels;
- Review financial support for the PCFV Clearing-House - funds raised to date for PCFV activities are over 3.8 million USD, with the European Union, Exxon Mobil, TNT, the Asian Clean Fuels Association (ACFA), the Dutch government, the International Petroleum Industry Environmental Conservation Association (IPIECA), and the United States Environmental Protection Agency (US EPA) providing new or additional funds in 2006. However, additional support is needed for PCFV sulphur and vehicle work;
- Discussion on links between PCFV priorities and activities to global environment priorities (including greenhouse gas emissions and global climate change activities) and how to use these links to further PCFV work;
- Plan for increasing activities promoting cleaner vehicles and vehicle fleets in developing and transition countries; and
- Update the 2007 PCFV Clearing-House program of work (*if necessary*).

Main conclusions and action items

- The Clearing-House has made available information on octane replacement options through the PCFV website and will continue to update this guidance information;
- Lead campaign efforts in 2007 will focus on North Africa, the Middle East and the Eastern Europe, Caucasus and Central Asia (EECCA) countries;
- Partners are encouraged to assist in disseminating the PCFV sulphur report "*Opening the Door to Cleaner Vehicles in Developing and Transition Countries: The Role of Lower Sulphur Fuels*", via their various publications, websites, and events;
- The PCFV low sulphur work toward 50 ppm sulphur or lower in Africa will continue in tandem with the African Refiners Association (ARA)/World Bank study, and the PCFV will participate as part of the Consultative Committee for the study;
- The PCFV low sulphur campaign will continue through follow up to the Better Air Quality in Sub-Saharan Africa Cities conference of November 2006 and the South America Sulphur in Vehicle Fuels



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- Conference of February 2007. Follow-up in the regions will work through regional political processes, including the Latin America and Caribbean (LAC) Forum of Ministers, the United Nations Economic Commission for Europe (UNECE) Environment for Europe process, and mayoral summits;
- The Clearing-House has requested additional resources from partners, in particular for activities on sulphur reduction and vehicles, either through funds or secondments of staff to free up funds for activities;
 - If opportunities arise, the Clearing-House may emphasize the positive impact that PCFV activities have on global environment issues, e.g. improved air quality, reduced emissions of greenhouse gases. The Clearing-House will not become actively involved in the biofuels debate; however, the Clearing-House will develop a page on the PCFV website where PCFV partners can submit information about climate change and biofuels. The Clearing-House will make a short introduction to this website (draft a short introductory text on biofuels to be put on website), and will work to bring information on co-benefits into PCFV material and activities where appropriate;
 - The Clearing-House will publish the report on "*Recommended Practices for the Decommissioning, Dismantling and Disposal of Lead Alkyl Compound Facilities and Equipment*";
 - Development of an information document for cleaner vehicle options in developing countries outlining steps for immediate and maximum air quality improvements based on the systems approach would be an effective way to provide PCFV vehicles guidance and further PCFV activities in this area;
 - The Alliance of Automobile Manufacturers (AAM) and the Manufacturers of Emission Controls Association (MECA) will develop an outline document to incorporate the meeting's discussion on priority cleaner vehicle issues and propose next steps to the PCFV Advisory Group and other PCFV partners on how to move ahead with terms of reference for the group;
 - The PCFV Programme of Work 2007 will be updated by the Clearing-House, based on the meeting's discussions. However, there will be no major changes;
 - The venue for the next meeting has yet to be determined, with the next meeting planned for January 2008.



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**REPORT OF THE FIFTH MEETING OF THE
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15-16 February 2007**

The 5th Global Partnership Meeting (5 GPM), held in Quito, Ecuador 15-16 February, was the fifth gathering of PCFV partners since the PCFV's inception in 2002. Forty representatives attended, from twenty eight PCFV partner organizations; the Environment Secretariat of Argentina, Ecopetrol Colombia, the International Council on Clean Transportation, and the California Air Resources Board attended as observing institutions.

5 GPM was organized by the UNEP-based Clearing-House of the PCFV with support from CORPAIRE, the institution mandated by the Quito local government to oversee air quality management programmes in Quito.

This meeting, held more than one year on from the 4th Global Partnership Meeting (4 GPM) at UNEP headquarters in Nairobi, Kenya focused on the following issues:

- Substantive and financial reporting of 2006 activities;
- Progress of the Global Campaign to Eliminate Leaded Gasoline by end 2008 (with around 17 countries to go);
- Review activities to promote 50 ppm or lower sulphur in fuels worldwide;
- Financial support for the PCFV Clearing-House;
- Brainstorm on linking PCFV priorities and activities to global environment priorities (including e.g. co-benefits between air quality work, and climate change);
- Develop a way forward for a publication on decommissioning and remediation of tetraethyl lead sites,
- Plan for increased activities promoting cleaner vehicles and vehicle fleets in developing and transition countries; and
- Revision and update of the 2007 Clearing-House Programme of Work.

Thursday 15 February:

Opening Remarks

Welcome addresses were given by the Minister of Environment of Ecuador, Dr. Anita Mora Alban, and a representative of the Mayor of Quito, both outlining the importance of the South America Sulphur in Vehicle Fuels Conference (just preceding 5 GPM on 13-14 February) and 5 GPM for Quito and for Ecuador in general, the need for better air quality through cleaner fuels and vehicles, and ongoing efforts in Ecuador and Quito in this regard.

Timothy Kasten, Chief of the Natural Resources Branch in the Division of Environmental Policy Implementation of UNEP, delivered UNEP's and the PCFV's response to the Minister and Mayor's welcome, thanking CORPAIRE and the City of Quito for their hospitality and generous offer to host the PCFV in Quito, and welcoming the PCFV partners from around the world in attendance. He then opened the substantive discussions of the meeting, serving as moderator on both days.



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Day 1 focused on progress made in 2006 on PCFV measurable goals: (i) To phase out leaded gasoline by the end of 2008 worldwide to be followed by the global introduction of vehicles with catalytic converters, and (ii) To reduce sulphur in vehicle fuels to 50 ppm or below worldwide, concurrent with clean vehicles and clean vehicle technologies, with roadmaps and timelines developed regionally and nationally. Partners discussed continued work on achieving these goals, along with financial support for Clearing-House activities and the activities remaining in the 06/07 Programme of Work. At the end of the day there was a brainstorm session on PCFV priorities and global environmental issues (including global climate change and biofuels), followed by an evening reception and field trip sponsored by CORPAIRE and the City of Quito.

Report on 2006 Activities by the Clearing-House

2006 was a milestone year for the PCFV and Clearing-House activities. The PCFV's support for lead phase-out activities in sub-Saharan Africa (SSA) resulted in the complete ban on import and production of leaded gasoline in the subregion as of January 1, 2006. In recognition of the PCFV's successful work in sub-Saharan Africa to date, and the historic phase-out in Africa, the UN awarded the PCFV Clearing-House team in Nairobi the UN21 award for "Substantive Programme". The Clearing-House accepted the award on behalf of all PCFV partners. Building on the success of its SSA campaign, the PCFV launched a global campaign to eliminate leaded gasoline globally by end 2008 at the 14th Session of the Commission on Sustainable Development (CSD 14) together with government and industry representatives.

In late 2005, the PCFV agreed at the 4th Global Partnership Meeting to work towards a long-term target of 50 ppm for sulphur in diesel and petrol vehicle fuels in developing countries. Timetables to meet the target are to be set nationally and regionally. This has allowed the Clearing-House increase its activity in sulphur reduction in developing and transitional countries, in addition to its work on lead phase-out. In early 2007, just prior to 5 GPM, the Sulphur Working Group launched its report "*Opening the Door to Cleaner Vehicles in Developing and Transition Countries: The Role of Lower Sulphur Fuels*", allowing the PCFV to give detailed guidance on sulphur levels and vehicles to policymakers.

Concurrently, the PCFV is diversifying its work on cleaner vehicle standards and technologies, whereby UNEP and TNT (the Dutch delivery company) have been developing a CD-based toolkit tailored to fleet managers with a proactive eye on the environmental impacts of their operations. The tool provides basic information on the effects of air pollution and climate change, a list of actions that can be taken to reduce impacts, and a step-by-step plan on how to develop your own "Cleaner Fleet Strategy". The CD-toolkit was piloted through a one-day training course for TNT's fleet management in Turkey on 3rd November 2006. A regional workshop for fleet managers in Africa and another for humanitarian aid agency fleet managers is being planned for 2007. It was also presented at the Fleet Forum annual meeting in Amsterdam on 26th October 2006, and will be tailored to humanitarian aid fleets. The Clearing-House and Fleet Forum have already published an information pamphlet entitled "*Cleaner Relief: Reducing the Environmental Impact of Humanitarian Operations*".

The PCFV Clearing-House has worked in seventeen countries this past year, with Indonesia banning leaded gasoline as a direct result of PCFV support. A Middle East and North Africa Dialogue on Clean Fuels and Vehicles was also organized, attended by eleven countries in the region. Just prior to 5 GPM, the first South America Sulphur in Vehicle Fuels Conference was held, addressing the wide variation in fuel quality in the subregion, and the lack of harmonization in the development of cleaner fuel and vehicle standards. The Conference realized consensus by participants from Argentina, Brazil, Chile, Colombia, Ecuador, Uruguay, Venezuela, and Suriname that a subregional target of 50 ppm sulphur diesel is attainable by all countries, given ongoing investments, air quality concerns, and market developments.



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The Clearing-House also represented the PCFV at six international events, including the TNT annual meeting in January 2006, CSD 14, the Regional Conference on Better Air Quality in sub-Saharan African Cities (BAQ-SSA), BAQ Asia, the Fleet Forum annual meeting, and the FIA Foundation Sub-Saharan Africa Touring Automotive Clubs (SATAC) regional conference in Nairobi on 3-5 April 2006.

Six new partner organizations, including the United Nations Industrial Development Organization (UNIDO) and ARA, were added to the now over 90 partners of the PCFV. The Clearing-House also completed the organization of 5 GPM and attracted new funding streams from the European Union, TNT, Exxon Mobil and ACFA, in addition to renewed funding from the US EPA and the Dutch government.

Discussion items:

- As follow-up to the SSA ban on leaded gasoline, the PCFV may want to obtain official testimony from governments regarding lead phase-out.
- Possible PCFV contacts and involvement in EECCA countries, including plans for a regional workshop for EECCA countries in mid 2007.
- The Italian government reiterated support for PCFV activities and also mentioned its collaboration on the Global Bioenergy Partnership and cooperation with China.
- Partners acknowledged the achievements of PCFV and its role in catalyzing discussions on cleaner fuels and vehicles worldwide.
- Partners requested a discussion of the PCFV position on biofuels during the course of the meeting.
- Other requests for additional items of discussion during 5 GPM included: (i) possible expansion of the 2007 Programme of Work to include air quality monitoring capacity and information in Africa, (ii) planning for further PCFV work on in-use vehicle, including retrofits, and (iii) octane replacement support and advice in countries post lead phase-out.

Conclusion and Action items:

- The Clearing-House has made available information on octane replacement options through the PCFV website (<http://www.unep.org/PCFV/Data/Data.htm#additives>) and will continue to update and expand on this content.

Implementing PCFV Measurable Goals

Session I: Achieving the end 2008 Lead Phase-out

To phase out leaded gasoline by the end of 2008 worldwide to be followed by the global introduction of vehicles with catalytic converters.

At 4 GPM in Nairobi December 2005, PCFV partners agreed on the target above. Following the success in Sub-Saharan Africa, the PCFV launched the Campaign for the Global Elimination of Leaded Gasoline by end 2008. A brief report on the remaining countries still using leaded gasoline, along with an information brochure on the campaign, is available from <http://www.unep.org/pcfiv/events/5GPM.htm>. There are around 17 countries left.

A side event on the campaign, "*Towards a World Free of Leaded Petrol - Successes to Date and Next Steps*", was also held during the 24th session of the Governing Council of UNEP on 7 February 2007 in Nairobi. The side event discussed the different roles and experiences of PCFV partners in the global campaign to



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eliminate lead from gasoline and was attended by H.E. Dr. Abdulrahman Fadhl Al Eryani, Minister of Water and Environment of the Republic of Yemen, Martin Dieu, Director of the Office of Technology Cooperation and Assistance in the Office of International Affairs, USEPA, Marta Bonifert, Director of the Regional Environment Center for Central and Eastern Europe, Mr. 'Dapo Oguntoyinbo, Regional Health, Safety, Security & Environment Manager of Kenya Shell represented IPIECA, and Rob de Jong, Acting Head of UNEP's Urban Environment Unit and representing the PCFV Clearing-House.

Rob de Jong briefly presented progress on the campaign, the current status worldwide, and asked partners to discuss a continued strategy for reaching the end 2008 target.

Discussion items:

- Iraq and North Korea are challenges for phase-out.
- Work in North African countries is a priority for 2007, and will be done in partnership with IPIECA in Algeria.
- Lead phase-out is not yet completed, and remains a challenge in about 17 countries. We are now in the final phase of this work, but efforts should not end until 100% elimination has been achieved. This is an attainable target, and will be helped by market forces as demand for TEL shrinks.
- Proper tetra-ethyl lead (TEL) facility decommissioning and dismantling is also critical.
- There is a need to ensure that the lead phase-out is maintained once reached and the PCFV may consider future verification testing for lead at fuel stations.
- Process-based lessons may be used from the lead campaign for the sulphur work, but there is a great difference in scale of investment and costs between the two. Sulphur reduction involves much more planning, investment, political will, and support.
- The key to lead phase-out in Africa was the goodwill of states. Political statements on sulphur reduction may help move countries on the issue.

Conclusion and Action items:

- Clarification is needed on the lead status of the Pacific Island States, Myanmar and Mongolia;
- 2007 campaign efforts of the Clearing-House will focus on North Africa, EECCA, and the Middle East.
- The Clearing-House will work with the Regional Environmental Centre for Central and Eastern Europe (REC) to promote PCFV targets at the October 2007 UNECE Environment for Europe ministerial conference;
- The Asian Development Bank is developing material on octane additives, which could be of use in the global lead campaign. Additional and clearer octane guidance is needed for countries following lead removal.
- Testing of lead at the pump is expensive and time-consuming, and the Clearing-House requested assistance from partners should such activities be undertaken in the future.
- Critical mass for 100% phase-out can be reached with PCFV partner support.

Session II: Reducing Sulphur Levels in Fuels

To reduce sulphur in vehicle fuels to 50 ppm or below worldwide, concurrent with clean vehicles and clean vehicle technologies, with roadmaps and timelines developed regionally and nationally.



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At 4 GPM PCFV partners agreed that the reduction of sulphur in fuel worldwide is a priority for the PCFV. Consensus was reached on the long-term global target above, taking into account the systems approach to fuels and vehicles and the necessity of closing the gap between developed and developing countries where fuels and vehicles are concerned. Updates on sulphur levels in countries are available on the PCFV website, along with a global overview.

Joe Kubsh of MECA presented the process and outcomes of the Sulphur Working Group of the PCFV. The report, "*Opening the Door to Cleaner Vehicles in Developing and Transition Countries: The Role of Lower Sulphur Fuels*," is available for download at <http://www.unep.org/pcfiv/events/5GPM.htm>.

A short summary was provided by Roberto Custode of CORPAIRE on the outcomes of the South America Sulphur Conference (13 and 14 February). Major decisions taken include: (i) Consensus by participants from Argentina, Brazil, Chile, Colombia, Ecuador, Uruguay, Venezuela, Suriname that a subregional target of 50 parts per million sulphur diesel is attainable by all countries, (ii) Agreement to bring cleaner fuels and vehicles to the attention of regional political processes (including the Forum of Ministers of the Environment), (iii) Continuation of the collection of clear and updated information on fuels and vehicles along with national plans and relevant stakeholders for dissemination to relevant institutions and forums, and (iv) Commitment to continued regional and national activities to develop specific timelines and plans for low sulphur fuels and vehicle standards (along with specific technology recommendations and research) in South America.

An overview of the BAQ-SSA meeting follow-up was given by George Wachira of the Petroleum Institute of East Africa, where fuels and vehicles (in particular high sulphur diesel and second-hand vehicles) were one of the main concerns. Sub-regional workshops in 2007 will address subregional and national targets for sulphur reduction in Africa, with an ultimate goal of 50 ppm. Mention was also made of recent developments in East Africa, i.e. the decision on upgrade taken by the Kenyan Cabinet. This will include octane upgrades, increased yields, and possibly lowering sulphur in fuels to 50 ppm.

This was followed by an IPIECA summary of the February 9th meeting between ARA and the World Bank on the development of a refining study for Africa which will include health and air quality considerations and will inform investment in the region.

Discussion items:

- Clarification that "*Opening the Door to Cleaner Vehicles in Developing and Transition Countries: The Role of Lower Sulphur Fuels*" is a PCFV publication, not a UNEP publication, and is meant to offer guidance to policy and decision makers in developing and transitional countries. The publication will be available in English, Spanish, and French in future.
- Regional and nation sulphur reduction deadlines are important, and need to be set along with intermediate targets.
- More effort is needed to address the vehicle issues associated with attaining cleaner fuels. Diesel sulphur, and older diesel vehicles, are of particular concern and should be given priority.
- Existing information on the costs and benefits of sulphur reduction in fuels in both economic and health terms is extensive, and activities in Africa for sulphur reduction will continue. Future studies specific to the region will complement PCFV work.
- A refinery investment study has already been carried out in East Africa, making it a priority for PCFV low-sulphur activities and BAQ-SSA follow-up.
- Additional resources are needed to carry out PCFV sulphur activities.

Conclusion and Action items:



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- Partners are encouraged to assist in disseminating the PCFV sulphur report, via their various publications, websites, and events.
- Additional information on particulate matter from partners, including ultra-fine particles, will be added to the PCFV website.
- The PCFV sulphur work toward 50 ppm sulphur in Africa will continue in tandem with the ARA/World Bank study, and the PCFV will participate as part of the Consultative Committee for the study.
- The PCFV low sulphur campaign will continue through follow up to the BAQ-SSA conference of November 2006 and the South America Sulphur in Vehicle Fuels Conference.
- In Latin America additional work is needed at the regional political level and in Central and Eastern Europe the PCFV will continue to partner with the REC. Follow-up will seek to address cleaner fuels and vehicles through regional political processes including the LAC Forum of Ministers, the UNECE Environment for Europe process, and mayoral summits;
- The sulphur picture in Southeast Asia is mixed, with Indonesia using high sulphur fuel while neighbouring countries have already lowered to 500 ppm.
- Sulphur activities in the Middle East and North Africa will continue at the national level.
- PCFV partners are encouraged to contribute their time and resources to the sulphur campaign, including cost-benefit work for cleaner fuels and vehicles.

Financial Support for the PCFV Clearing-House and Programme of Work

Rob de Jong gave an overview of the Clearing-House expenditures, fundraising and remaining funds. Funds raised to date for PCFV activities are over 3.8 million USD, with the European Union, Exxon Mobil, TNT, ACFA, the Dutch government, IPIECA, and the US EPA providing new and additional funds in 2006. Currently, the Clearing-House has just over 1.5 million USD to continue its function and activities, giving it an operational window of 1.5 years into the future. A full breakdown is available from <http://www.unep.org/pcfiv/events/5GPM.htm>.

Small grants have proven effective in promoting cleaner fuels and vehicles. It was reiterated that UNEP does not charge overhead on PCFV Clearing-House funds.

Discussion items:

- An invitation was extended to the auto industry partners for resource commitments in line with those provided by PCFV partner governments and fuel industry organizations.

Conclusion and Action items:

- The Clearing-House has asked partners for additional resources, in particular for activities on sulphur reduction and vehicles, either through funds or secondments of staff to free up funds for activities.



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Brainstorm Session: Linking PCFV Priorities and Activities to Future Global Environment Priorities

A short introduction was given by the Clearing-House on the role of the PCFV within larger global transport and environment debates, followed by discussion. A similar discussion was held at 4 GPM on future directions of the PCFV and whether or not additional fuel and vehicle issues such as biofuels should be included within the PCFV mandate. The outcome of discussions (which included alternative fuels, fiscal incentives, pricing structures for faster uptake of cleaner fuels, and a more integrated view of transportation) was that while the PCFV could provide guidance on related issues such as biofuels and 2-stroke engines, the PCFV should continue with its present mandate unchanged (i.e. focus on lead phase out and sulphur reduction concurrent with cleaner vehicles).

Discussion items:

- Partners felt that although there are often areas of crossover between the PCFV work and global environment debates (including biofuels, greenhouse gas emissions, and climate change), the focused nature of PCFV work should continue without any change to the PCFV mandate. However, the PCFV should take advantage of the climate change connection (for example fuel efficient vehicles, dieselization) in order to further PCFV goals where it relates to our work on lead, sulphur, and vehicles.

Conclusion and Action items:

- If opportunities arise, the Clearing-House may emphasize the positive impact that the PCFV work has on global environment issues, e.g. reduced emissions of greenhouse gases. The Clearing-House will not become actively involved in the biofuels debate; however, the Clearing-House will develop a page on the PCFV website where PCFV partners can submit information about climate change, biofuels, and related topics. The Clearing-House will make a short introduction to this website (draft a short introductory text on biofuels to be put on website), and will work to bring information on co-benefits into PCFV material and activities where appropriate.

Friday 16 February:

Timothy Kasten, moderator, briefly summarized the discussions of Day 1 and introduced the program for Day 2 which focused on PCFV vehicle activities, cleaning up of tetra-ethyl lead (TEL) facilities post phase-out, amendment of the 2007 Programme of Work, and any other proposals and issues to be raised from partners.

Cleaning Up of Lead (TEL) Sites

IPIECA presented a guidance document on how to safely remediate TEL sites and facilities following the phase-out of leaded gasoline in countries, which had been originally proposed by IPIECA at 4 GPM and was later developed by the same. IPIECA, together with the PCFV Clearing-House, finalized the document *"Recommended Practices for the Decommissioning, Dismantling and Disposal of Lead Alkyl Compound Facilities and Equipment"* and proposed that it be adopted and disseminated by the PCFV.

As countries go unleaded, they must find appropriate, safe ways of dealing with obsolete TEL equipment. The document outlines options available to countries.

Discussion items:

- A World Bank/International Finance Corporation credit line may soon be available for decommissioning, dismantling, and disposal of TEL facilities and equipment.



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- Reception by the PCFV Advisory Group to the document has been positive.

Conclusion and Action items:

- The PCFV Advisory Group has reviewed and approved the draft document.
- The Clearing-House is to ensure that the document will be printed and the standard PCFV format and disclaimers will be applied.
- The Clearing-House will identify possible contractors who can decommission, dismantle and dispose of lead alkyl facilities and equipment.

Promoting Cleaner Vehicles: Activities and Next Steps

Session I: Promoting Cleaner Vehicle Fleets &

Session II: Promoting Cleaner Vehicles in Developing and Transition Countries: Next Steps

This session looked at the current vehicle activities of the PCFV and how these can be strengthened as the third component of its work. Case studies presented by partners included: Mexico City diesel bus retrofit project by Diana Noriega Navarrete of the Center for Sustainable Transport, the joint UNEP/TNT Driving Clean Tool by Rob de Jong, and humanitarian aid fleet management by Rob McConnell of the Fleet Forum. All presentations are available on <http://www.unep.org/pcf/events/5GPM.htm>.

The Clearing-House also presented a list of completed and planned publications related to vehicles: Fleet Forum ‘Cleaner Relief’ pamphlet (complete), UNEP/TNT Driving Clean Tool (complete), UNEP/Fleet Forum Cleaner Relief Tool (in progress), Heavy-Duty Vehicle Retrofit Case Studies (finalizing), Two-Stroke Engine report (finalizing), CNG report (planned), African Vehicle Import Survey (in progress), and UNEP Hybrid Vehicles report (finalizing).

Discussion items:

- Costs, incentives, demonstration project replication and investments in vehicle retrofit programmes - partners shared their experiences on retrofit programs and the importance of in-use vehicle programs, including accelerated retirement, retrofit, inspection and maintenance, targeted to key fleets (and in particular diesel vehicles).
- Based on the Mexico City and Quito experiences, going from pilot retrofit to fleet-wide adoption was discussed, including difficulties with homologation of emission measurement equipment and retrofit technology.
- The US EPA Smartway partnership may complement the UNEP/TNT Driving Clean Tool, especially with regard to Smartway partners operating overseas; the Clearing-House will re-examine possible links.
- The adaptation of the UNEP/TNT tool for other fleets (e.g. humanitarian, municipal) in developing countries is likely, depending on outcomes of current training within TNT;
- Applicability of basic emission tests (e.g. CO meter and opacimeters) for in-use vehicles in developing markets;
- An international drive for cleaner in-use vehicles and diesel vehicles by the PCFV;
- Road safety link to vehicle soot and smoke (Nigerian example on road safety and visibility due to vehicle emissions);
- Development of Vehicles Working Group(s), its focus and terms of reference - including the development of an information rather than consensus document. Partners agreed to take advantage of existing information on vehicle topics of interest and relevance to developing



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countries rather than recreate existing knowledge. Partners may contribute to specific parts/chapters of the document based on their specialized knowledge;

- Such a document would also outline steps for immediate and maximum impact in developing countries based on the systems approach - including steps toward catalytic converters following lead phase-out, emissions reductions for petrol and diesel vehicles and prioritized actions.

Conclusion and Action items:

- The UNEP/TNT collaboration and tool may will be used to work with other fleets in the future;
- The UNEP/TNT tool maybe made available for use through the PCFV in the future, will be made available online and will be sent as a CD to interested partners. However, partner assistance is needed to disseminate it further;
- UNEP will inform PCFV partners of the outcomes of the 2007 Geneva training for humanitarian aid fleets;
- The US EPA will provide details of a vehicle inspection and maintenance compliance workshop held in China;
- China's experience with its vehicle and fuel program should be shared with other countries, and a website for this purpose may be developed in cooperation with the State Environmental Protection Administration of China;
- AAM of MECA will develop an outline document to incorporate the meeting's discussion on priority cleaner vehicle issues and propose next steps to the PCFV Advisory Group and other PCFV partners on how to move ahead with terms of reference for the group. The Natural Resources Defense Council (NRDC) will be responsible for the retrofit portion, and the US EPA for the inspection and maintenance and vehicle standards portion.

Amendment of 2006/2007 Programme of Work

Partners discussed progress on the PCFV Clearing-House Programme of Work and possible changes based on the meeting's outcomes.

Conclusion and Action items:

- The PCFV Programme of Work for 2007 will be updated by the Clearing-House, based on the meeting's discussions. However, there are no major changes to the Programme. Completed activities will be made more visible.
- PCFV partners will be notified once the PCFV revised website is online.

Other Business

The date and venue of the 6th Global Partnership meeting (6 GPM) was raised, with partner preference that the meeting be held in January 2008. However, a host and venue remain undecided.

Conclusion

The meeting moderator, Timothy Kasten, wrapped up the 2 days of discussion, mentioning the following:

- The activities of the Clearing-House are numerous and diverse, with the regional and national approach keeping the 2006-2007 Programme of Work on track.



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- The Lead Campaign still holds challenges in North Africa, the Middle East and EECCA countries but activities are already underway to address this.
- The lead status of the Pacific Island States remains to be clarified.
- Critical mass on the lead phase-out campaign will be reached soon, as more and more countries go unleaded. This will help with the removal of TEL in all countries.
- The sulphur work will continue in follow-up to BAQ-SSA and the South America conference. The ARA/World Bank Africa refinery study will contribute to ongoing PCFV work.
- Additional funding is needed for the sulphur and vehicles work of the PCFV Clearing-House, along with partner support in identifying new sources of funding.
- The Clearing-House may emphasize the positive impact that the PCFV work has on global environment issues, e.g. reduced emissions of greenhouse gases. While not becoming actively involved in the biofuels debate, the Clearing-House will develop a page on the PCFV website where PCFV partners can submit information about climate change and biofuels and make a short introduction to this website.
- *"Recommended Practices for the Decommissioning, Dismantling and Disposal of Lead Alkyl Compound Facilities and Equipment"* will be finalized and published by the PCFV Clearing-House.
- The Alliance of Automobile Manufacturers and the Manufacturers of Emission Controls Association will develop an outline document on priority cleaner vehicle issues and propose next steps to the PCFV Advisory Group.
- A 2008-2009 Clearing-House Programme of Work will be developed for the January 2008 6 GPM, venue and exact date to be determined.
- The PCFV is impactful - the 1st Global Partnership Meeting was a landmark, and 5 GPM is a milestone. There has been a coalescing of the partnership since the first meeting, working in collaboration with the Clearing-House staff.

The moderator also thanked CORPAIRE and the Mayor's office of Quito for hosting the meeting. He also thanked the interpreters and staff.

Dr. Jorge Oviedo of CORPAIRE addressed the partners, reasserting CORPAIRE's commitment to the PCFV and the need to keep the momentum on the sulphur issue in South America.

The moderator formally concluded the meeting at 15:30, thanking Partners for their continued dedication to the PCFV and its mission.



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Annex I: Acronyms

4 GPM - 4th General Partnership Meeting
5 GPM - 5th General Partnership Meeting
6 GPM - 6th General Partnership Meeting
AAM - Alliance of Automobile Manufacturers
ACFA - Asian Clean Fuels Association
ARA - African Refiners Association
BAQ - Better Air Quality
BAQ-SSA - Better Air Quality in sub-Saharan African Cities Conference
CORPAIRE - Corporación Para el Mejoramiento del Aire de Quito
CSD - Commission on Sustainable Development
EECCA - Eastern Europe, Caucasus and Central Asia countries
LAC - Latin America and the Caribbean
IPIECA - International Petroleum Industry Environmental Conservation Association
MECA - Manufacturers of Emission Control Association
NRDC - Natural Resources Defense Council
PCFV - Partnership for Clean Fuels and Vehicles
PPM - Parts per million
REC - Regional Environmental Centre for Central and Eastern Europe
SSA - sub-Saharan Africa
TEL - tetra-ethyl lead
TNT - Global delivery company
UNECE - United Nations Economic Commission for Europe
UNEP - United Nations Environment Programme
UNIDO - United Nations Industrial Development Organization
US EPA - United States Environmental Protection Agency



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Annex II: List of AG Members 2006/2007

Vehicle Industry

Alliance of Automobile Manufacturers (Japan Automobile Manufacturers Association as secondary rep)

Oil Industry

International Petroleum Industry Environmental Conservation Association

Petrol Institute of East Africa

Others

Afton Chemical

Association of Emission Control by Catalyst /Manufacturers of Emission Control Association

Governments & International Organizations

Central American Commission on Environment and Development

Regional Environmental Centre for Central and Eastern Europe

United Nations Environment Programme

United States Environmental Protection Agency

NGOs

Kukulkan Foundation

Natural Resources Defense Council



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