



7th Global Partnership Meeting, 28 - 29 April 2009,  
Szentendre, Hungary

## Strategic Outlook

Systems and Co-benefits Approach to PCFV  
Campaigns

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# Systems Approach

- To treat fuels and vehicles as a system – to achieve maximum emissions reductions fuels and vehicles need to be considered in combination
- Systems approach has been part and parcel of PCFV mandate from its inception – see the first sentence of mission statements: “cleaner fuels concurrent with cleaner vehicles”





## Systems Approach – PCFV Activities

- Promote mandatory import of catalytic converter cars where unleaded has become available
- In general promote import cleaner vehicles where unleaded petrol is available (like reduction import age)
- Promote introduction cleaner diesel vehicles when low sulphur diesel is available. Especially bus fleets and heavy duty. But also age restriction on diesel vehicle imports
- And promote vehicle maintenance and inspection



## Co-benefits Approach

- To emphasize that promoting cleaner fuels and vehicles has both local benefits (urban air pollution, health impacts) and regional/global benefits (transboundary air pollution and greenhouse gas emissions)
- The Co-benefits approach was discussed at 5GPM in Quito and 6GPM in Beijing where it was decided that the PCFV should emphasize the co-benefits of promoting cleaning fuels and vehicles (without letting go of air pollution agenda)





# Co-benefits Approach – PCFV Activities

- **Lead**
  - Unleaded fuel to allow import of “new generation” petrol cars (like small, hybrids)
- **Sulphur**
  - Low sulphur fuels result in reduced Pm & black carbon emissions
  - Low sulphur fuels allow for import of cleaner, more efficient diesel vehicles and after treatment systems (like DOCs) that reduce PM/ BC emissions
- **Vehicles**
  - Cleaner and more efficient vehicles have significant reduced pollutant emissions and GHG emissions (mainly BC, NOx and CO2)

