



PCFV – Co-Benefits Between Cleaner Fuels & Vehicles and Efficiency/ Climate





Importance Transport for CC

- * at present transport sector contributes 24% to GHG emissions
- * the number of motor vehicles is set to double in a next few decades (80% increase by 2030)
- * it is the fastest growing GHG emissions sector
- * Cleaner fuels & vehicles one key part to reduce transport GHG emissions (other modal split)



role developing & transition countries

- * almost all of the vehicle growth will take place in developing & transition countries
- * more efficient vehicles and new technologies (eg HEV, PHEV) are being introduced in developed countries, but less in developing countries. In many developing countries second hand cars have biggest market share
- * and vehicle life expectancy in developing countries much higher

Co-benefits

- * Without addressing cleaner fuels and vehicles in developing countries needed global transport GHG reductions will be difficult to achieve
- * some pollutants the PCFV is focusing on are also potent GHG – like small particulates
- * more efficient fuels & vehicles reduce pollutants emissions and GHG emissions
- * our partners do not distinguish between one or the other emissions





Partners/ Clients

- Partners & clients that PCFV work with want to address non GHG and GHG emissions hand in hand - they do not distinguish between GHG and non-GHG emissions.
- e.g. TNT, WFP, EU, ...
- often same measures benefit both GHG and non-GHG emissions – not possible to isolate one or the other

transport in global climate agreements

- UNFCCC and Kyoto Protocol. Clean Development Mechanism (CDM) supports cleaner technology for developing countries to reduce their GHG while not blocking development
- Transport virtually absent in CDM portfolio – only a few and all on BRT and biofuels
- Problems include: baseline issues, relative benefits of transport interventions, very dispersed, no clear leader, biofuels issues, ...
- Transport, due to its large and increasing contribution will need to be addressed under post Kyoto agreement and mechanism
- Esp. as it combines security, energy and GHG issues
- But still unclear how ...
- What can governments and private sector companies do to contribute? In developing countries?



Possible Role PCFV

- Emphasize co-benefits:
- Promote cleaner fuels and vehicles and fuels and vehicles efficiency for both GHG and non-GHG emissions reductions
- Focus on developing and transition countries only
- PCFV not to become climate programme – but link to climate agenda by emphasizing co-benefits



Activities PCFV

- Any PCFV activity would always combine cleaner fuels/ vehicles with efficiency
- Keep focus on technology exchange and capacity building for developing & transition countries to benefits from developments in developed countries
- Support cleaner fleet management - role out fleet management toolkit
- Busfleets – new support tool and activities
- Support FIA Foundation on fuels efficiency work
- Try to access global climate funds for PCFv activities