



**Clearing-House for the
Partnership for Clean Fuels and Vehicles**
PO Box 30552, Nairobi, Kenya
Tel: +254-20-762-4184 Fax: +254-20-762-5264
Email: pcfiv@unep.org URL: www.unep.org/PCFV



**SUMMARY OF THE SIXTH MEETING OF THE
GLOBAL PARTNERSHIP FOR CLEAN FUELS AND VEHICLES
Beijing, China
10 – 11 April 2008**

The 6th Global Partnership Meeting (6-GPM) of the Partnership for Clean Fuels and Vehicles (PCFV) was opened by The Deputy Director, Department of International Cooperation, Ministry of Environmental Protection, MEP), China, Mr Yue Ruisheng. Participants were also welcomed by Mr. Per Bakken, Deputy Director of UNEP's Division for Technology, Industry and Economy.

Thirty member organisations participated in the Beijing Partner's meeting and three observers. [See attached list of participants]

The meeting was organised by the United Nations Environment Programme (UNEP) – based Clearing-House of the PCFV in cooperation with the Vehicle Emission Control Center (VECC) of the Ministry of Environmental Protection in China (that recently joined the PCFV).

Purpose and expected outputs of 6 GPM

- Review the progress, successes, challenges and lessons learned of the PCFV activities over the 5 years since inception, and evaluate how these lessons can inform and add value in the PCFV activities in the future.
- Discuss expanding the PCFV clean vehicles work into new activity areas
- Discuss expanding the PCFV work in Asia, with particular emphasis on China, India and Indonesia and how this expansion can be supported.
- Receive feedback reports on the PCFV activities in the regions, with focus on key PCFV events in the recent past.
- Receive a brief on the global harmonisation efforts under WP 29 and discuss and give guidance on the possible role of the PCFV in this.
- Nominate new Advisory Group members.
- Discuss how the PCFV work benefits fuel and vehicles efficiency and thus reduced greenhouse emissions, and give guidance on the PCFV role in this issue.
- Review the 2008/09 PCFV proposed work programme, receiving guidance and approval, with comments, of the work programme and related budget.
- Discuss the long term challenges and strategies of securing global financing for the PCFV and give guidance on the longer term funding strategy and appropriate funding partnerships to be pursued.
- View a 5 minute film clip on celebrating the lead story and agree on the appropriate communications and outreach strategy and media plan for the PCFV for the end of this campaign.

Main conclusions and action items

Session 1 - Looking back on 5 years

- The Partnership has been successful over the past 5 years for a number of reasons, key of which were the clear, measurable and achievable goals set, representation of the relevant sectors and their involvement as Partners, bringing different technical skills and expertise, the use of Chatham Rules and the involvement of UNEP as a neutral party;



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- Although the sulphur issue is definitely more complex than the lead issue, still lessons from the lead campaign can be applied – such as the global-regional-national approach. Partners recognised that working on sulphur reduction was intrinsically tied to recommending commensurate vehicle standards as well as basic fuel emission control standards, and development of these was recommended;
- There is need for simple, clear measurable goals, defining where the PCFV “adds value” while recognising that political and public support was critical. It was agreed communication will play a key part in getting stakeholders support;
- Fuel quality testing and air quality testing for vehicle emissions programs were recommended.

FOLLOW-UP:

- The Clearing House, in consultation with the Advisory Group, to develop measurable goals for the PCFV to be presented at the next global partners meeting.
- Include some fuels testing in the PCFV workprogramme.

Session 2 - Expanding clean vehicles work into new activity areas in the 2008/09 Biennium

- The PCFV clean fleet management toolkit was well received and partners were keen to see the toolkit being implemented.
- The PCFV should focus its clean vehicles work also on the corporate sector and should focus both on retrofitting existing busfleets but also influencing the procurement of new busfleets (as many new busses are entering developing country markets). The challenge is how the PCFV can integrate this work into some of the decisions currently being taken in transport and influence public policy.

FOLLOW-UP:

- The PCFV C-H with partners, to develop more clean fleet support projects, including bus retrofit projects, and keep updating toolkit based on in-use experiences.

Session 3 - Asia

- The vehicle population in the region, particularly privately owned cars, is growing rapidly and vehicle emissions are a significant portion of urban air pollution, with vehicles in Indonesia, contributing 70% of total emissions giving scope for an active and increased PCFV role in the region;
- It was recognised that there is need for the PCFV to engage on the full spectrum of fuel quality issues, including the linking of fuel quality standards to the different existing emission standards;
- The PCFV needs to consider how to address the challenges of political commitment in the region to clean fuels and vehicles, engaging in policy development, building of capacity and providing financial support as critical areas in order to realise the PCFV clean fuels and vehicles objectives;
- The issue of the impact of dual fuel system is important in Asia due to the complexity of cars moving out of “low-sulphur city” to “high sulphur country-side” and it was agreed to look at the effects of the use of dual systems in more detail;
- The increasing market of two-wheelers is important in Asia. The PCFV can assist in the promotion of new technologies (i.e. 4 stroke vs. 2 stroke and new electric two and three wheelers).

FOLLOW-UP: -

- The PCFV to increase activities in Asia; focus on lead phase-out of remaining countries, sulphur reduction and promotion of clean fleets.



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Session 4 - Report back from the Regions

- A report back on recent PCFV regional activities in the Middle East and Central Europe, including the Southern Africa workshop, was made and the C-H encouraged partners to attend these regional and sub-regional meetings as they are the initial tool that leads to national activities and are very effective.

FOLLOW-UP: -

- The PCFV to keep focusing on regional activities to be followed up at the national level.

Session 5 - Global Harmonisation Efforts

- The PCFV has been asked by Partners to participate in the WP29 working group on global fuels harmonisation. The meeting discussed PCFV's contribution to this working group and expressed support for a continued presence of the Clearing House in WP 29 as observers, listening an reporting back to Partners, and adding value given the PCFV global status, knowledge and experience. It was also decided that the issue would be continued to be discussed and monitored by the PCFV Advisory group for strategic direction.

FOLLOW-UP: -

- C-H was mandated to attend, participate and hold an observer brief for PCFV and keep Partners informed of the process. A review of the PCFV continued and future role would be discussed.

Session 6 - Nomination of new Advisory group Members

- Partners were advised that all except one existing member indicated their wish to continue serving in the PCFV Advisory Group (AG). The CAI-Asia, having previously indicated interest to join the AG, was endorsed by Partners as a new AG member.

FOLLOW-UP:

- New Advisory Group to consist of the following partners: AFTON Chemicals, CAI-Asia, IPIECA, Kukulkan Foundation, MECA (supported by AECC), NAAMSA, NRDC, PIEA, REC-Central and Eastern Europe, UNEP, USEPA.

Session 7 - Fuel and Vehicles Efficiency for Co-Benefits

- Partners discussed how the PCFV work, for example promotion of lower sulphur fuels and promotion of cleaner fleet management, both benefits urban air quality and reduced greenhouse gas emissions. Many of the vehicular pollutants are actually contributing to climate change and more efficient vehicles emit less pollutants and less carbon dioxide.
- Partners also discussed that the PCFV should look at getting financial support from global funds that have are aimed at reducing greenhouse gas emissions
- However it was also discussed and agreed that the PCFV would always focus in their interventions on the co-benefits of cleaner, more efficient fuels. These co-benefits should be recognised as resultant from the PCFV activities and captured in communication outreach.
- The Clean Fleet Management Toolkit, as developed by the Clearing House was found to be very useful and Partners asked it be shared with all PPCFV partners and asked that the Clearing House support partners and non-partners in using the toolkit, both for reduced vehicular emissions and for improved fuel efficiency.
- C-H was requested to consider conducting and documenting fuel and vehicle efficiency co-benefits concretely and publish results in a brief paper.

FOLLOW-UP:

- Promote and support the use of the Clean Fleet Management toolkit;
- Promote the co-benefits of PCFV interventions; link between vehicular pollution and fuel economy;



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- Publish a briefing paper on fuel and vehicle efficiency co-benefits.

Session 8 - Review of 2008/09 PCFV Strategic Framework and Proposed Work Program

- The Clearing House presented the 2008/9 strategy and budget (USD 2.3 million for 08/09). This was approved by the meeting. The programme of Work 2008/09 was reviewed and agreed with minor program activities to be updated by the C-H based on the meeting's discussions;
- Partners requested the C-H to form a small team of Partners that will look at how to advise governments and their partners develop clean vehicles roadmaps – which emissions standards to use when certain qualities of fuels come available (following the systems approach of considering fuels and vehicles as one system). The Partners that a matrix be developed with guidelines on the link between fuel quality and vehicles emissions.
- PCFV efforts on the remaining 16 countries that have not gone unleaded yet will need to be accelerated. About half of the 16 are likely to meet the end 2008 deadline, while others have not yet decided so;
- The PCFV low sulphur work towards 50ppm sulphur or lower in Africa continues in tandem with the World Bank refineries study, the African Refiners Association work, and the Southern Africa ministerial resolution taken in Zambia, March 2008;
- The global PCFV low sulphur campaign will continue through an array of activities in all regions and with a significant increase in budget. Follow-up in the regions will work through regional political processes, as successfully done in Africa and Latin America.

FOLLOW-UP:

- The full detailed Programme of Work, after amendments and additions based on discussions and decisions at the meeting, will be send to all members.
- Partners are encouraged to get involved in the implementation of the activities.

Session 9 - Accessing Global Financing for PCFV

- The C-H presented the financial situation of the PCFV. To implement the agreed PCFV workprogramme the C-H will need to find additional resources. Some Partners committed to continued support and /or additional support for the Clearing House, included USEPA, FIA Foundation, UNEP, Afton and Exxon Mobil. The C-H also asked Partners to look at the possibility to second staff to the C-H. Finally the C-H is also looking at accessing additional global funds and support programs.

FOLLOW-UP: -

- C-H to send out funding / staffing support request to members.

Session 10 - Celebrating the Lead Story

- The need for a PCFV communication strategy and media plan was emphasised, as it had been throughout the meeting, and it was proposed the C-H will develop this and this be a substantive agenda item at the next global PCFV meeting;
- A communication campaign to create public awareness on the end of the successful achievement of the phase-out of leaded gasoline should be undertaken and linked into the continuing sulphur and vehicles work.
- The C-H should work with experts institutions (a US based expert was suggested) to develop an estimation of the positive health effects of the successful elimination of leaded gasoline. This should be used in the communication strategy.
- Partners recognised they were working on a topic, vehicular emissions, that is set to increase globally and therefore demand of the PCFV work and for support will only increase which presents challenges;



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- Partners were encouraged to utilise and publicise the new publication series launched at the meeting including the interactive fleet management toolkit on CDrom and the sulphur reports newly translated and launched in Chinese, French, Russian and Spanish;

FOLLOW-UP: -

- C-H to prepare an information and communication strategy, to be reviewed at the next Global partnership Meeting.
- A lead phase-out media campaign to be undertaken once all countries have gone unleaded
- The send the new publications series of the PCFV to all PCFV Partners.

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- The venue and date for the next Global Partnership Meeting will be decided upon by the Advisory Group. An offer was made by the Regional Environment Centre for Central and Eastern Europe to host the 7GPM in Hungary.