



## Partnership for Clean Fuels and Vehicles

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### Background

The Partnership for Clean Fuels and Vehicles was launched at the World Summit on Sustainable Development (WSSD) in Johannesburg in September 2002 by a group of committed partners from governments, international organisations, industry, and non-governmental organisations (NGOs). This global partnership will help reduce vehicular air pollution in developing countries through the promotion of clean fuels and vehicles, and will focus initially on two priority areas:

- The elimination of lead in gasoline and the phase down of sulphur in diesel and gasoline fuels, concurrent with,
- The adoption of cleaner vehicle technologies.

### The Context

Air pollution in many cities in the developing world is reaching crisis proportions. According to the World Health Organisation, only 15% of the largest cities in developing countries have acceptable air quality. Poor air quality is related to approximately three million deaths each year, and contributes to the plight of millions more around the world who suffer from asthma, chronic obstructive pulmonary disease, cardiovascular disease, and lung cancer. Lead emissions are extremely harmful to children under age six, interfering with the developing brain and other organs and systems.

Urban air pollution in developing countries is caused by mobile and stationary sources, and both should be addressed using an integrated approach. The growth in urban travel in the developing world will further exacerbate this problem unless steps are taken to reduce emissions. Vehicles, both gasoline and diesel, emit significant quantities of nitrogen oxides, sulphur oxides, particles, carbon monoxide, and hydrocarbons. These pollutants can be reduced by using lower-sulphur and lead-free fuels and by introducing the new vehicle

technologies and emission control devices that require such fuels.

In putting forward this initiative, the Partners recognise that efforts on clean fuels and clean vehicles need to be part of a country's overall strategy, including vehicle and fuel standards, inspection and maintenance, development of public transport systems – including both motorised and non-motorised options – and transportation demand management.

### The Rationale for the Partnership

The Partnership exists to support developing countries in their efforts to improve fuel and vehicle technologies that reduce air pollution. The Partnership builds on current trends and efforts in the development of fuel and vehicle technologies; constant improvements in these technologies have been introduced and diffused for decades. Moreover, both public policy and market incentives have been shifting toward support of pollution-reduction activities. For example:

- vehicle fleets in developing countries can, in general, switch from leaded to unleaded fuel without any need for additives or adjustments;
- emission-reduction technologies are widely available, like catalytic converters and technology to reduce sulphur and particulate emissions;
- in many areas at present, unleaded fuel is cheaper and/or more widely available than leaded fuel;
- low sulphur fuels are becoming increasingly available;
- modern engine technology is becoming standard in developed countries and is slowly spreading to developing countries;
- increasingly, vehicles – both new and second-hand – that are equipped with catalytic converters are being imported from western countries and Japan, and in

these cases, only unleaded fuels must be used to gain the benefits; and

- additives have become increasingly available to replace lead in gasoline, which may offer alternatives in certain cases.

There is a great need to increase the activities in this area, coordinate the existing initiatives, and support Partners in addressing these important issues.

## Partnership Objectives

After the Partnership was launched at the WSSD in Johannesburg, the Partners met for the first time in New York on 14 and 15 November 2002 to discuss and develop the implementation arrangements for the Partnership. During the meeting, the Partners agreed on the following mission statement for the Partnership:

- Help developing countries to develop action plans to complete the global elimination of leaded gasoline and start to phase down sulphur in diesel and gasoline fuels, concurrent with adopting cleaner vehicle requirements;
- Support the development and adoption of cleaner fuel standards and cleaner vehicle requirements by providing a platform for exchange of experiences and successful practices in developed and developing countries as well as technical assistance;
- Develop public outreach materials, educational programmes, and awareness campaigns; adapt economic and planning tools for clean fuels and vehicles analyses in local settings; and support the development of enforcement and compliance programmes, with an initial focus on fuel adulteration; and
- Foster key partnerships between government, industry, NGOs, and other interested parties within a country and between countries to facilitate the implementation of cleaner fuel and vehicle commitments.

## The Clearing-House for the Partnership

During the New York meeting, the Partners asked UNEP to set up a Clearing-House at UNEP Headquarters in Nairobi to help implement the Partnership. The Partners assigned the following tasks to the Clearing-House:

- share and disseminate information to the Partners on relevant issues;
- operate and maintain a website to provide easy access to information, Partner activities, and resources;
- provide logistics for Partnership activities and events: workshops, technical assistance activities, etc;
- provide administrative help to Partners;
- maintain contacts in developing countries;
- help to gather appropriate information for countries;
- liaise with the other existing groups working on related activities;
- help to bring in new partners or participants in Partnership activities;
- develop and disseminate public outreach materials about the Partnership, along with technical materials for the developing countries;
- help to bring developing country NGOs, universities, and governments into the Partnership or its activities; and
- support Partners, at their request, in addressing the tasks above.

Several Partners have provided funding to UNEP for these tasks, which has allowed UNEP to establish the Clearing-House and have a professional staff member working on these issues full-time. The Clearing-House started its work in February 2003.

**For more information or to join the Partnership, please contact the Partnership Clearing-House – Rob de Jong ([rob.jong@unep.org](mailto:rob.jong@unep.org)) or visit the Partnership's website: [www.unep.org/PCFV](http://www.unep.org/PCFV).**