



**Clearing-House for the  
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**REPORT OF THE NINTH MEETING OF THE GLOBAL PARTNERSHIP FOR CLEAN FUELS AND  
VEHICLES  
UNEP HEADQUARTERS, NAIROBI, KENYA  
26-27<sup>th</sup> October, 2011**



**New UNEP Climate Neutral Building in Nairobi**

**SUMMARY**

The Ninth Global Partnership Meeting (9GPM) of the Partnership for Clean Fuels and Vehicles was held at UNEP headquarters offices in Nairobi, Kenya on 26<sup>th</sup>-27<sup>th</sup> of October 2011. The meeting was attended by participants representing Partners from developed and developing country governments and non-governmental organizations, along with industry and international organizations.

The Partners took stock on current ongoing PCFV programs and noted that leaded petrol has now been all but phased out globally. There are still a handful of countries that use small amounts that will also phase out in the near future<sup>1</sup>. The Partners also noted that over the past year the campaign to move to low sulphur fuels has really taken off, with the majority of developing countries now having committed to 50 ppm or less and many countries actually having gone down to 500 ppm or even 50 ppm nationwide.

The PCFV Vehicles Working Group reported back with a proposal for the PCFV to support countries implement vehicle emissions standards, in line with the introduction of cleaner fuels. Partners agreed on the principle or the need for the PCFV to support vehicle emissions standards as cleaner fuels are introduced and several suggestions were made on areas of focus for the Partnership. The proposals of the working group will be amended and submitted to the Advisory Group. The meeting also heard reports of independent PCFV evaluations of partners, that were overall very positive on how the PCFV is operating and how it worked towards global elimination of leaded petrol.

Partners agreed that 10 years after the WSSD in Johannesburg the work of the Partnership is still relevant and that a new Phase of the PCFV would start after the Rio+20 meeting, to take place in June 2012. Phase II of the PCFV would focus on promotion of low sulphur fuels and cleaner vehicles. The Clearing House is looking into the possibilities to launch this at Rio+20.

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<sup>1</sup> Afghanistan, Myanmar, North Korea, Yemen, Iraq, Algeria



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This meeting, held one year on from 8GPM held in Washington, USA, focused on the following issues to be discussed and decided upon:

- Substantive and financial report of 2011 activities;
- Setting concrete and measurable goals for the Partnership (based on the general PCFV objectives);
- Agreement on the work programme and budget for 2012;
- Overview and discussion about the financial situation of the PCFV;
- Discussion of future directions of the PCFV.

### **Opening Remarks**

Mrs. Amina Mohamed, Deputy Executive Director, UNEP, welcomed participants and noted that the Partnership for Clean Fuels and Vehicles is one of the most successful partnerships to emerge from the World Summit on Sustainable Development in 2002.

The meeting moderator, Mark Radka (UNEP), formally initiated discussion on the meeting agenda items and a tour de table introduced meeting participants.

### **SESSION I & II - PCFV PROGRESS REPORTS AND PCFV GOVERNANCE**

#### **Clearing-House Presentations on PCFV Progress Reports, Products and Governance**

##### **PCFV Products**

Global database, *Mary M'Mukindia*, PCFV C-H  
Clean Fleet Management Tool, *Vered Ehsani*, PCFV C-H  
Fuel Economy Toolkit, *Elisa Dumitrescu*, PCFV C-H

The Clearing-House (C-H) presented 3 tools developed for the PCFV work namely: the Global Clean Fuels and Vehicles Database, the Clean Fleet Management Tool and the Fuel Economy Toolkit.

The Global Database compiles 19 parameters on fuel quality, vehicle standards and automotive fuel efficiency at national level. The Clean Fleet Tool aims at assisting fleet managers to develop strategies for reducing the environmental impacts of their fleet. While the Fuel Economy Toolkit provides an overview of policy tools and approaches to improving fleet-wide auto fuel efficiency and lower CO<sub>2</sub> and non-CO<sub>2</sub> emissions from cars.

The tools are important in assisting countries to look at their transport emissions in an integrated manner through a fuels and vehicles system approach. The tools present a good indication of the benefits of improved fuels and vehicle efficiency. The tools also address some of the myths and barriers to improve vehicle fleet. Partners noted that increasingly the argument to improve fuel quality and vehicle standards is CO<sub>2</sub> based, also addressed by some of the tools.

Partners were requested to assist with the updating of the tools, especially the database. The C-H would in turn acknowledge partners that assisted with data collection. It was noted that in some regions, partners were already customizing some of these tools to cater for country-specific and client demands, including translation. This was highly commended by the partners. It was noted that there is already south-south cooperation amongst regions on capacity building around the



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tools. Clean fleet trainings by CAI-Asia in Latin America and the Caribbean was cited as an example. Partners recommended cooperation especially among the strategic regional partners on promoting PCFV work in the regions. Results and impacts of these tools should be monitored and publicized.

### **Progress Programme of Work 2010-2011 & Financial status, UNEP C-H**

The UNEP Clearing-House (CH) presented overall progress made and activities performed by region in 2011. Highlights include: (1) progress made for lead phase-out with 4 countries going unleaded in 2010/2011 and 6 countries remaining (2) progress made for sulphur levels with 5 additional countries going to 50ppm or below and several going to 500ppm standards, such as Kenya and Saudi Arabia (3) progress on vehicles work included clean fleet trainings for 32 countries with over 100 organisations participating, stressed the need for PCFV vehicles emissions standards targets (4) in 2010/2011 USD 3.2 million was spent, the majority of funds went to activities in all regions, with most going to activities in Sub Saharan Africa; Need to raise a further USD 1 million for 2012/2013 activities (5) overall activities at the regional and national levels are growing in all PCFV regions

A presentation was made by the CH on the 2010-2011 PCFV regional activities, noting the emphasis in CH activities on national level activities designed to implement fuel and vehicle action plans.

The CH gave an overview on the outlook for 2012/13 this included: (1) lead phase out work completed, 6 remaining countries (2) increase in sulphur reduction work (3) regional programs with leading countries in sulphur work (4) national support projects (5) increase of vehicles work at country level (6) increasing PCFV/ GFEI vehicles country projects

### **PCFV Evaluation**

**Outcome and Influence Evaluation of the UNEP-based Partnership for Clean Fuels and Vehicles (PCFV)**, *Segbedzi Norgbey, Evaluation Office, UNEP*

**US EPA Evaluation of the Partnership for Clean Fuels and Vehicles:**

**Overview of Draft Final Findings**, *Walker Smith, US EPA Office of International and Tribal Affairs*

Two evaluation reports commissioned by UNEP and the USEPA were presented. Both evaluations were carried out by independent consulting firms. The UNEP evaluation was on leaded gasoline phase-out in sub-Saharan Africa (SSA) while the USEPA evaluation is of the PCFV model.

The main conclusions of the UNEP evaluation are: that lead phase-out in SSA would have taken much longer without the interventions of the PCFV, which were well designed; the comprehensive composition of the partnership is key to its success as well as its ability to support multi-level processes; lead phase out approach was tailored to available resources; and the success of the phase-out is attributed to the high quality of the PCFV management and Clearing-House staff.

One of the challenges identified is the need to maximize awareness of the established best practices from an early stage. The report also noted that monitoring for compliance was not very effective - sanctions for non-compliance would have been preferred. However after discussions, partners concluded that introduction of sanctions would have been counterproductive as the partnership was voluntary. Partners were of the view that in this case, peer pressure created by the countries that were moving to cleaner fuels and publicizing this move built the right



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momentum for countries to move to cleaner fuels. Some partners estimated that the PCFV could have speeded the lead phase-out process by approximately 10 years.

Partners thanked UNEP's Evaluation Unit for picking the PCFV and noted that some of the recommendations would be taken on-board in its future work especially on improved communication and documenting good case studies/lessons learnt.

The USEPA presented highlights of the draft evaluation report of the PCFV model. The PCFV lead phase out implementation was picked for the evaluation since leaded gasoline is almost phased out. Partners expressed interest in looking at the PCFV sulphur reduction strategy at a later date. The key message from the evaluation is that the PCFV is successful because of the people, the partners and the secretariat. It is equally important that the PCFV took up lessons learnt as implementation progressed. The partners also narrowed what is essential for the partnership and set-up a good baseline strategy. The USEPA noted that they offered the PCFV for evaluation to present an opportunity for other partnerships to learn what work well in partnerships.

The C-H noted that 3 independent evaluations of the PCFV have taken place thus far, by the EU, UNEP and the USEPA. All the 3 evaluations have good reviews of the PCFV. Partners asked for a summary booklet of the USEPA evaluation once completed. UNEP pointed out that the PCFV model was already being used internally in setting up some partnerships like the lead-in-paint partnership. Partners noted that some of the specific things that lead to the PCFV success include the Chatham House rules which build trust amongst partners, all partners being equal, and taking time initially to prepare comprehensive governance rules.

### **PCFV Fuel Sampling & Testing Program**

*John Walsh, Afton Chemicals*

An update was given on the fuel sampling and testing programme. John Walsh provided the background to the programme, as a way to get some idea if the PCFV lead phase-out claims were valid. Emphasis was made that this is not a verification programme, as the sampling size is not statistically significant enough to provide 'proof'. However, the random selection gives us an insight into the fuel situation at a relatively modest price, and provides an anecdotal snapshot. If more data is needed, Phase 2 (get more data from partners) and Phase 3 (country specific testing) can be considered.

Lead and Sulphur results for petrol for 2009 and 2010 were shown. The results are for the most part consistent with PCFV maps. The results also indicate that catalytic converters can now be widely used, as Sulphur levels in petrol are low enough in many of the countries that have phased out lead. Three countries stood out as needing more information, and Afton will follow up on these namely Yemen, Algeria and Afghanistan.

The data generated a lot of interest in obtaining the Sulphur levels for diesel, but funds would be needed for this. A number of participants expressed a preference for the Sulphur diesel data over the petrol and other data. There is the possibility that Afton might have a use for this data, as is the case for the petrol data, and would perhaps agree to purchase it.

While it was recognised that a lot of progress has been made in setting Sulphur level targets in all regions, there is a need to continually follow up on these targets, otherwise they can slip. WHO released new data indicating that 1.3 million people die prematurely from PM in cities each year, and we assume that around 50% is from transport related PM. How do we frame the Sulphur work so that it resonates with a wider audience on this health issue?



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Of interest to Partners, there is an ICCT study coming out early 2012 on refineries in a number of countries, which highlights what the refineries are producing, what is the potential to upgrade etc. The ARA / World Bank study on refineries in Africa also has good information that can be used in talking with various audiences. A question was asked about Avegas – should PCFV get involved? US-EPA is looking into this.

### **Others:**

#### **Black Carbon: The Potential Impacts of Fuel and Vehicle Technology Improvements**

*Michael P. Walsh, International Consultant, Chairman, Board of Directors, International Council on Clean Transportation*

#### **Global NCAP**

*David Ward, Director General, FIA Foundation, Association for the Advancement of Automotive Medicine*

Black Carbon, Michael Walsh

A presentation was given on Black Carbon (BC) and the potential impacts of fuel and vehicle technology improvements. In summary, BC reductions are extremely important for air quality and climate. Reducing BC from transport is technically feasible and can help prevent rapid near-term climate change and will also provide large, certain public health benefits and that these alone are large enough to justify mitigation in many regions and sectors.

BC measures that reduce emissions of black carbon and co-emissions include particle filters for diesel vehicles, removes 90+% BC, PM; also HC and CO, however, this requires ultralow sulfur diesel (ULSD). 16 identified measures, implemented by 2030, would reduce global warming by 0.5 °C (0.2-0.7 °C) in 2050 – half the warming projected by the Reference Scenario. Near-term measures would improve the chance of not exceeding 2 °C target, but only if CO<sub>2</sub> is also addressed, starting now (using complementary strategies; not alternatives). The identified measures are all currently in use in different regions around the world, however, a much wider and more rapid implementation is required to achieve the full benefits.

Diesel vehicles and engines are ideal candidates for black carbon control;

- Very high ratio of Black Carbon to Organic Carbon
- Ubiquitous
- Control Technology Exists
- Substantial Health Co-Benefits

It is estimated that by adopting European vehicle standards in India, China, and other industrializing and developing countries could lead to:

- 120,000-280,000 avoided premature deaths in 2030 (valued at \$0.6-2.4 trillion in 2006 USD)
- Mitigation of 0.2°C (+0.14°C/-0.17°C) Northern Hemisphere extra-tropical warming during 2040-2070

Main conclusions are that strong vehicle emissions standards and cleaner fuels are justified on the basis of health benefits alone but there are also substantial increases in crop yields, and significant climate benefits

Partners' comments included the fact that climate benefits are as large as health benefits yet health is the most compelling argument while climate change can back up these arguments, also



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depending on the audience. It was recognized that country specific data is very valuable and that resources and reports are needed, a Partner mentioned that they are working on these.

A partner gave a word of caution about retrofitting of vehicles not being a solution as poor maintenance of these makes this into a challenging option for developing countries. Scrappage programs, like in China, are best, while retrofits in large cities do not work.

Global NCAP, David Ward

A presentation on Global ENCAP was made by David Ward. David highlighted the great synergies between road safety and environment, for example with speed reduction and fuel economy.

The New Car Assessment Program (NCAP) works on safety crash protection and the program also tests for environmental issues. He gave the example of Latin America and the Caribbean, how they are 20 years behind Europe or the US on safety levels, however, they have now set up an NCAP program in the region. David mentioned that the FIA Foundation is open to vehicle emissions issues to be included in the NCAP programs as part of a global environmental component.

A brief discussion ensued on increasing fuel economy without sacrificing safety. It was highlighted by a partner from LAC that in that region the general perception is that you cannot have both fuel economy and safety. He mentioned that the message in the 2007 ICCT report on 'Sipping Fuel and Saving Lives' as a strong message that can be used to clarify to countries with these perceptions. It was recognized that we need to work together towards cleaner, safer, more efficient mobility.

### **SESSION III – COOPERATION WITH REGIONAL PARTNERS**

#### **Update on Clean Fuels and Vehicles in Asia**

*Sophie Punte, Executive Director. Clean Air Initiative for Asian Cities (CAI-Asia)*

#### **Cooperation on Cleaner Fuels and Vehicles, Central and Eastern Europe**

*Ana Petrovska and Mr. Ruslan Zhechkov, Regional Environmental Center*

#### **Examples of cooperation in the Regions**

*Elisa Tonda, Regional Officer ROLAC, Resource Efficiency – Sustainable Consumption and Production*

Two regional partners, CAI-Asia and REC made brief comments on the PCFV work in their regions. CAI-Asia pointed out the PCFV was successful because of the clarity of its targets; it has a good name in the region; and the clean fleet toolkit is a good tool. CAI-Asia informed partners that in their view, the PCFV would need to prioritize on heavy duty vehicles and in-use vehicles in future. It was equally important to define importation standards for second hand vehicles, while also looking at the freight sector, fuel adulteration and enforcement of regulation. REC noted that lead phase-out has been achieved in the region, the only issue now is monitoring. Sulphur reduction is more difficult for some countries but there is also good progress. The main focus for the region is the vehicles work. REC informed partners that they were continuously seeking for joint fundraising opportunities with the PCFV. REC is also facilitating information sharing through their website etc. REC proposed the setup of experts and stakeholder database as well as a vehicles emission toolkit.

The UNEP Regional Office for Latin America and the Caribbean (ROLAC) also gave a presentation on cooperation of partners in the region using a national level activity example, in the case of air quality monitoring and development of an action plan on cleaner fuels and vehicles for Paraguay in



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2011. This highlighted the roles of the CH, the regional office of UNEP and that of regional partners and the benefits of coordinated roles. These include bringing high-level expertise to the countries, through the knowledge base of the CH and PCFV, knowledge and insight of the situation of the country / region (at technical and political level), capacity to reach out and be present in a timely manner, with the right stakeholders, participation in governmental processes and influence elaboration of legislation, visibility of the initiative through national, regional and global communication.

## **SESSION IV – VEHICLES WORK**

### **Cooperation between GFEI and PCFV**

*François Cuenot, International Energy Agency*

### **Creating the Emissions Standards Roadmaps for Cleaner Vehicles**

*Rich Kassel, Chair of the Vehicles Working Group (WG)*

#### Cooperation between GFEI and PCFV

IEA gave a presentation of the Global Fuel Initiative (GFEI) highlighting background and governance issues to-date as well as its cooperation with the PCFV. IEA reported that the GFEI had to-date held approximately 20, mainly regional, events; developed a toolkit, made six data analysis reports and provided policy support to four countries by helping the countries set up vehicle baseline studies. In addition GFEI was working with the Australian government to set up a national fuel efficiency policy. The policy was in the Australian Parliament awaiting approval and expectations were that the policy would be approved.

IEA highlighted the complementarities of the GFEI work with the PCFV both of which address vehicles issues, GFEI from the fuel economy and CO<sub>2</sub> aspect and PCFV from local pollutants aspect. IEA made a suggestion for the PCFV to consider inclusion of vehicular inspection especially on trucks and 2-3 wheel vehicles as part of program as the project moves into a new phase with a greater focus on vehicles.

Partners thanked IEA for their presentation and cooperation with the PCFV. The point was made that countries can have clean and efficient vehicles as these were not mutually exclusive elements with IEA concurring but clarifying that countries needed policies otherwise issues continued to be perceived as exclusive. The idea and practicality (meetings, secretariat burdens) of folding the GFEI into the PCFV umbrella was made by FIA Foundation as a potentially attractive proposition given the mutual subjects of interest. UNEP expressed that its mandate covered the broader perspective of clean efficient, safer mobility and it was happy to look at all ways of engaging the GFEI noting that while PCFV was focused on health and GFEI on environment and economics, an argument for a holistic approach could be made. Other members expressed the need for the PCFV to remain focused stating that the beneficiaries of the two programs were different as the GFEI, at present, focused on cars (an individually owned item) while PCFV also focused on trucks, buses etc which were more corporate.

A view was expressed that studies show that the market is changing and a good example was Europe where trucks jumped at moving to Euro 5 when introduced, without being pushed, due to fuel economy reasons. The suggestion was made that GFEI/PCFV could look at this case study to sell a combined program. IEA made the point that fuel economy is an obscure market for truck operators when purchasing trucks given the lack of information for comparison across models.

Report of the Vehicles Working Group - Creating the Emissions Standards Roadmaps for Cleaner Vehicles



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The Chair of the Vehicles Working Group (WG), Rich Kassel, gave a summary presentation focused on creating the Emissions Standards Roadmaps for Cleaner Vehicles.

Rich Kassel, stressed that the “Systems Approach” had been deemed critical by the WG to solving vehicle pollution problems. While the WG found that huge progress had been made by the PCFV on the fuels side, less progress had been made on the vehicles side. The key question that had concerned the WG therefore was *“How does the PCFV ensure that vehicles get as clean as possible at each key sulphur level?”*

Rich described the methodology of the WG which undertook a comparison of US EPA and European Vehicle Emission Standards as a first step and then made proposals for Emissions Standards Roadmaps for Cleaner Vehicles at Key Sulphur Levels for both gasoline and diesel Light-Duty Vehicles. The following three levels with commensurate recommended emission standards, for gasoline and diesel vehicles, were tabled as proposals. These levels are linked to Euro & US Standards.

#### Gasoline (sulphur level caps)

150ppm or below - Euro 3 or US Tier 1; enhanced evaporative emission requirements possible (2.0 g/test).

50ppm or below - Euro 4 or US Tier 2; Can require imported used vehicles to meet Euro 4 or US Tier 2; more stringent evaporative emissions standard possible (0.5 g/test).

10ppm or below - Euro 5 or Euro 6, or US Tier 2; More stringent restrictions on imported, used, vehicles.

#### Diesel (sulphur level caps)

500ppm or below - Euro 3 or US Tier 1; diesel PM filters not feasible.

50ppm or below - Euro 4; can require imported used vehicles to meet Euro 4 or US Tier 2 or age limits; diesel PM filters may be feasible.

15ppm or below - Euro 5, Euro 6, or US Tier 2; diesel PM filters can be required; Euro 5b Particle # standards can be added.

As countries move towards more stringent emission standards, a number of supplemental issues, such as Inspection & Maintenance (I/M) for gasoline, whether to include “Not-To-Exceed” (NTE) Requirements (diesel) and emission test cycles, were also highlighted.

Rich concluded with the following observations:

- Vehicle pollution is linked to serious health impacts—impacts that will grow as the vehicle population increases;
- Clean fuels and vehicles policies, taken concurrently, are the critical step towards reducing these future health impacts;
- The Emissions Standards Roadmaps provide a guide to policy-makers—at each key sulfur level, countries can move to the next step of the roadmap—and can begin to plan for future steps;
- To further reduce the environmental impacts of transportation, policy-makers may need to consider other policies, including traffic management, transit investments, and non-motorized transportation policies.



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## **Discussion session on the PCFV Vehicles Work**

Partners discussed that the PCFV must take care on what is feasible for both a certification program and an operational program and the need to find ways to distinguish on recommendations for each use. Further work is needed to determine how to separate certification of new vehicles and used vehicles.

Support was given to the idea of a Roadmap through development of 'transitory' fuel standards with 'transitory' emission standards. For example, Canada had a 150ppm sulphur cap with a "not to exceed 300ppm cap" agreed that allowed refinery leeway as they worked towards meeting the fuel requirements as a transitory measure to achieve a technology upgrade. It was agreed that a degree of simplicity is required when developing guidelines targeted at key policy makers and a need to avoid recommendations that are too technical for the target policy maker, the key objective is to create awareness and initiate a policy process.

There was consensus that the goal is a convergence on vehicles and fuels some time in the future. Additionally, getting catalyst equipped cars into the fleet as soon as possible and removing non-catalyst vehicles out of the fleet as that gets 80%—90% of emissions out of the system; adopting strategies that all vehicles, new and old, use catalysts that reduce emissions by 80%-90% will bridge the gap on emissions performance of developed and developing countries; to distinguish between the certified level and the range of what may be feasible i.e. certified level, range feasibility level and matching technology.

Partners concluded the discussions with a wish to build on what was done by the WG through additions for multi-dimension aspects brought up such as certification versus range levels as well as matching technology and looking at technical options. Partners thanked the WG and its Chair for the work done. The C-H undertook to go back and incorporate member's views and provide a draft text to the Advisory Group that would build on the systems approach as developed by the WG but will include the comments and suggestions of the Partners. It was agreed that the aim was to have a brochure before the next GPM. If the AG cannot agree on a text then this issue would be brought to the next AGM.

## **SESSION V - STRATEGY SESSION**

### **PCFV Relaunch, Rio plus 20 & PoW 2012/2013**

*UNEP-PCFV Clearing House*

The session on strategy centred on a possible PCFV "re-launch" and PCFV participation in Rio+20 in 2012. The Advisory Group's (AG) desire to re-evaluate the direction of the PCFV ten years on from 2002. A short discussion paper with key points for discussion related to re-evaluation and re-launch was put forth by the AG for partner consideration. The paper addressed the following:

- the possibility to re-launch the PCFV as "PCFV+" in order to signal a progression of PCFV focus to sulphur reduction coupled with a more specific agenda on cleaner, more efficient vehicles;
- the issue of partner re-commitment, or asking all PCFV partners to re-declare their interest in and intention to remain in the PCFV;
- the idea of addressing the PCFV institutional setup and its governance rules.



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Following the UNEP and USEPA presentations on the previous day on the effectiveness of the PCFV institution and governance structure, partners focused their discussion more on a re-launch event, addressing the two pillars of sulphur and vehicles without neglecting the work that remains to be done on lead phase-out in the remaining 6 countries, and a practical procedure for partner re-commitment. There was also discussion of the proposed renaming to PCFV+, but the majority of partners preferred the well-recognized "brand" of keeping the existing PCFV name. Partners also agreed that the GPM annual meeting cycle was preferred, with the suggestion that GPM's should be used as platforms for external communication through the strategic choice of location and parallel events (e.g. BAQ). A stronger link with parallel black carbon, green economy and public transport issues is also needed.

In general, partners supported a re-launch event and a request from the C-H for partners to express their renewed commitment to the PCFV. However, the use of Rio+20 in 2012 as the venue of a re-launch remains to be decided due to logistical reasons and the C-H emphasized that significant resources and local partners would be required for such an event. Partners agreed to bring the discussion back to their organizations and continue discussions with the C-H before a proposal from the C-H is submitted to the AG on actions for Rio+20. A decision on the next GPM was deferred pending agreement on Rio+20.

Detailed discussions on closer collaboration with the Global Fuel Economy Initiative were also left to subsequent meetings. A request for clear guidance on the PCFV vehicles agenda from the working group was made. On the issue of aviation fuel and lead, partners decided that further background information was required for a substantive discussion, while some warned of "mission creep" and the need to keep the PCFV focused on sulphur and vehicles following the leaded petrol phase-out success.

*Support for the 9GPM lunches and reception was kindly provided by Exxon Mobil, Manufacturers of Emission Controls Assoc. (MECA) and Afton Chemicals.*



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**AGENDA - 9<sup>th</sup> PCFV GLOBAL PARTNERSHIP MEETING (9GPM)**

*26 & 27 October 2011, Nairobi, Kenya*

**DAY 1 - 26 October 2011**

**Conference Room 10**

**08.15 - 9.00 Registration**

**09.00 - 9.15 Welcome by UNEP**

- *Amina Mohamed*, Deputy Executive Director, UNEP

***SESSION I – PCFV PROGRESS REPORTS***

**09.15 - 12.00 PCFV Campaigns – Progress Report**

- **Status Report**, *Rob de Jong*, PCFV C-H
- **Sample Report**, *John Walsh*, Afton Chemicals

*10.30 – 10.45 Tea/ Coffee Break*

**12.00 – 13.00 PCFV Products**

- **Global database**, *Mary M'Mukindia*, PCFV C-H
- **Clean Fleet Management Tool** – *Vered Ehsani*, PCFV C-H
- **Fuel Economy Toolkit**, *Elisa Dumitrescu*, PCFV C-H

*13.00 – 14.30 Lunch*

***SESSION II – PCFV GOVERNANCE***

**14.30 – 15.30 Business Meeting – Clearing-House**

- **Progress Programme of Work 2010-2011& Financial status**, *Rob de Jong*, UNEP C-H
- **Asia** –*Vered Ehsani*, PCFV C-H
- **Africa** – *Jane Akumu*, PCFV C-H
- **Middle East and West Asia** – *Mary M'Mukindia*, PCFV C-H
- **Central and Eastern Europe** – *Elisa Dumitrescu*, PCFV C-H
- **Latin America and the Caribbean** - *Veronica Ruiz-Stannah*, PCFV C-H

*15.30 - 15.45 Tea/ Coffee break*

**15.45 – 16.30 PCFV Evaluations**

- **UNEP Report**, *Segbedzi Norgbey*, UNEP



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- **USEPA Report**, *Walker Smith*, USEPA

**16.30 – 17.30 Others**

- **Black Carbon**, *Michael Walsh*
- **Lead Equipment database**, *Emmanuel Quartey*, ARA
- **Global ENCAP**, *David Ward*, FIA Foundation

**17.30 – 17.35 Wrap up** – Moderator – *Mark Radka*, UNEP

**Cultural Event/Reception**



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**AGENDA - 9<sup>th</sup> PCFV GLOBAL PARTNERSHIP MEETING (9GPM)**

**DAY 2 -27 October 2011**

***SESSION III – COOPERATION***

**09.00 - 10.30 Cooperation with Regional Partners**

- **Asia - Clean Air Initiative for Asian Cities**, *Sophie Punte*, CAI-Asia
- **Central & Eastern Europe**, *Ruslan Zheckov*, REC
- **Latin American & Caribbean region**, *Gianni Lopez*, CMM

*10.30 - 10.45 Coffee / Tea Break*

***SESSION IV – VEHICLES***

**10.45 – 11.15 Report back of the Vehicles Working Group**, *Rich Kassel*, NRDC

**11.15– 11.30 Cooperation with GFEI**, Chair: Moderator, *François Cuenot*, IEA

**11.30 – 12.30 Discussion session on the PCFV Vehicles Work**, Chair: Moderator, *Rich Kassel*, NRDC

*12.30 – 14.00 Lunch*

***SESSION V – STRATEGY SESSION***

**14.00 – 16.30 PCFV Re-launch, Rio+20 & PoW 2012/2013**

- Introduction - *Rob de Jong*, PCFV C-H

**16.30 - 17.00 AOB / Meeting wrap up**, Moderator, *Mark Radka* UNEP,



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