

Workshop on heavy-duty fuel efficiency regulations

Introduction

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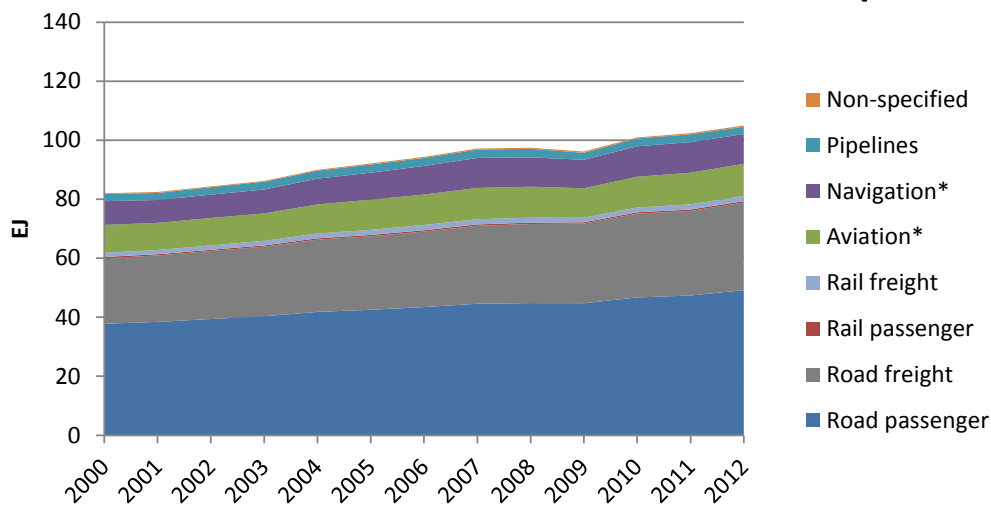
With support from:

Rationale

Global action

- Road freight accounts for 28% of total transport energy use

Global transport energy demand

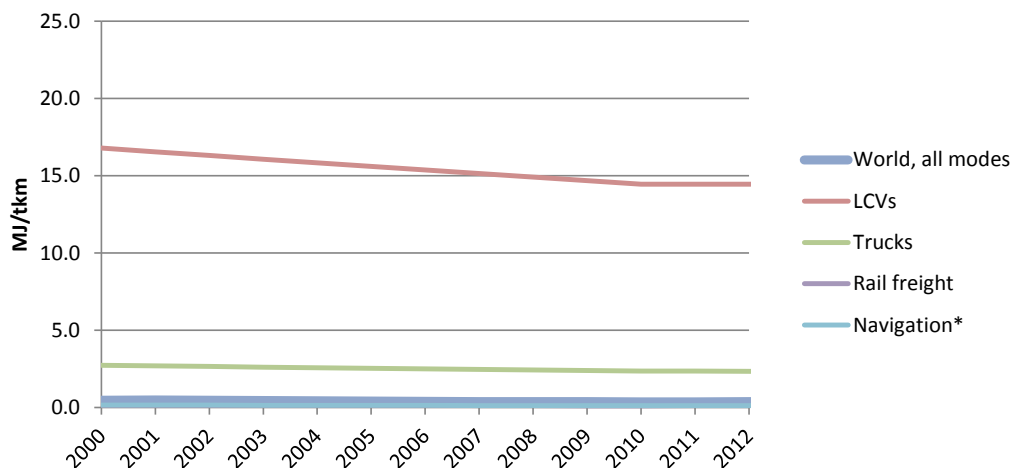


Source: IEA energy balances and IEA Mobility Model

* Includes international bunkers

- Road freight way more energy intensive than rail and shipping

Energy intensity of freight transport by mode, global averages

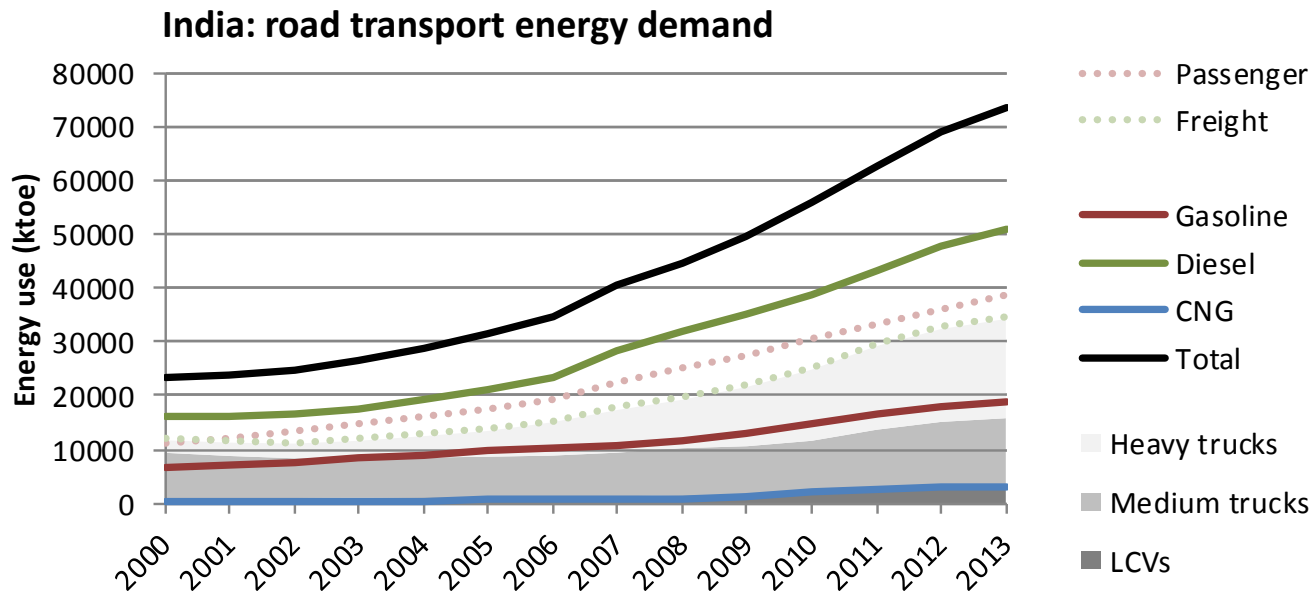


Sources: IEA energy balances, IEA Mobility Model, UNCTAD Review of Maritime Transport, UIC rail transport database

* Navigation allocated only to freight transport, it includes international bunkers

Rationale India

- Road freight represents
 - About half of the Indian road transport energy demand
 - More than 2/3 of the total diesel in transport in India
- Most of this is due to trucks
 - Shift toward larger reliance on heavy trucks in place



Source: IEA energy balances and IEA Mobility Model Database

Background

Indian perspective

- India imports close to 80% of its crude demand today
- The Government of India gives high priority to conservation of petroleum products
 - Need to reduce ever increasing gap between demand of petroleum products and indigenous supply of oil
- The Indian government is now aiming to develop regulations for the fuel efficiency of heavy-duty vehicles (HDVs)
 - This follows the recent promulgation of fuel efficiency standards for light duty vehicles
 - Petroleum Conservation Research Association (PCRA) and Bureau of Energy Efficiency (BEE) given the mandate to formulate an action plan to develop fuel economy norms for HDVs

Background

IEA E4 programme

- Workshop promoted and supported by the [IEA E4 programme](#) (Energy Efficiency in Emerging Economies)
 - Support for energy efficiency scale-up in major emerging economies, aiming to generate economy-wide benefits
 - Builds on IEA's existing EE portfolio: data, indicators, modelling and policy recommendations
 - Target countries:
 - ◆ Work started in Mexico, South Africa, and India
 - ◆ China, Indonesia, Thailand and Ukraine: work at early stage of development
 - Target Regions: South East Asia and Latin America
 - ◆ Energy efficiency policy recommendations and indicators training
 - Work with global initiatives, build on previous efforts, avoid duplication

Background

IEA perspective in international context

- The HDV workshop supports the [G20 energy efficiency action plan](#) and is aligned with priorities identified in it
 - Priority for new work: improving vehicle energy efficiency and emissions performance
 - Action to be undertaken particularly on HDVs (also on LDVs)
 - Objective is to develop recommendations for strengthened standards related to clean fuels, vehicle emissions and vehicle fuel efficiency in G20 countries



- Work aligned with the IEA involvement in the [Global Fuel Economy Initiative](#)



- Promotion of fuel economy improvements in road transport
- Partnership between



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Purpose

- This workshop is part of the Indian stakeholder consultations to move this important Government initiative forward
- Workshop designed to build on experiences from international experts from Japan, North America, the EU and Korea
 - Sharing international experiences on HDV fuel efficiency regulatory process
 - Getting insights on future developments of HDV fuel efficiency standards globally and the implications for India
- Involving Indian regulators, technical services, original equipment manufacturers and component suppliers
- Identifying possible ways forward for the regulatory process
 - Opportunity for stakeholders to exchange views

Questions to be addressed

- What are the biggest challenges that may arise for the regulatory process? How can they be best addressed?
- What considerations affect the definition of the scope of the regulatory action?
- Are there factors that can influence decisions on testing and certification approaches?
- What should guide decisions on the stringency of targets/limits?
- How do all this play out in the case of India?
Considerations/suggestions/recommendations on the best way forward?

Looking forward for a fruitful exchange!

Thank you

IEA Energy Technology Perspectives

Global projections to 2050

- Heavy duty vehicles are the second largest contributor to energy and GHG emission mitigation in transport

