
Fuel Economy in Montenegro

*Regional Implementation of the Global Fuel Economy
Initiative (GFEI)*

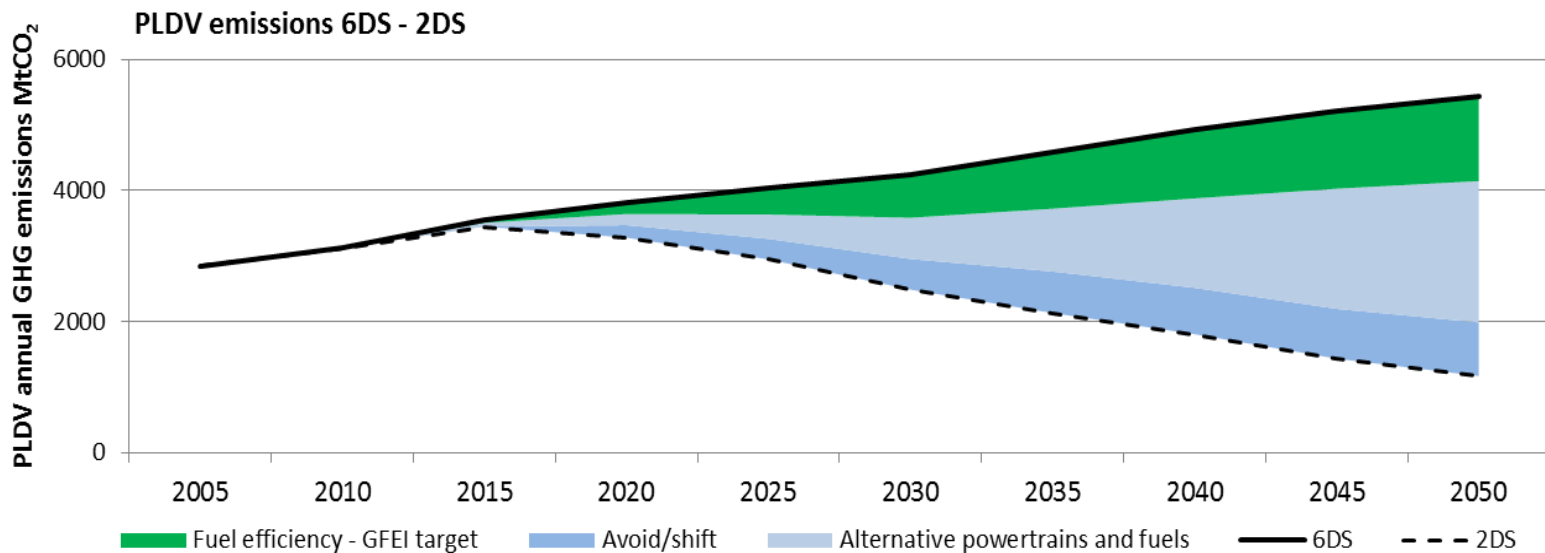
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alex_koerner@gmx.de

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Car fuel economy is a “low-hanging fruit” for GHG mitigation



- Transport accounts for 23% of energy related carbon emissions
- Improving fuel economy by 50% until 2050 can save up to 33 Gt CO₂ and up to USD 8 trillion globally

Typical national objectives related to fuel economy policies

- Reduce oil dependence (diversify fuels)
- Improve balance of payments
- Reduce pollutant emissions
- Reduce greenhouse gases
- Promote domestic economies/jobs

Fuel economy context

- **Fuel economy improvement can be achieved through**
 - Technical changes to vehicles
 - Changing the types of vehicles bought
 - Improving vehicle maintenance
 - Changing the way vehicles are driven (ecodriving)
 - Reducing traffic congestion
- **Fuel economy improvement to vehicles should be part of a broader strategy:**
 - Traffic management
 - City and regional planning
 - Promotion of public transit

Fuel economy policies and instruments

FE policies & instruments

- 1. Regulatory – Fuel economy/CO₂ emission standard**
- 2. Monetary – Fiscal instruments**
 - Vehicle registration/circulation tax
 - Feebate scheme
 - Fuel tax
 - Road pricing
- 3. “Soft measures” – Consumer information**
 - Labelling schemes

ICCT: Design Elements For Effective Incentives

- Base fiscal charges directly on vehicle fuel consumption levels, instead of vehicle physical attribute, avoid fixed charges
- Apply the incentive widely across fleet, instead of limiting to a portion of the fleet
- Provide continuous incentive on every fuel

预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/report?reportId=5_15899

