

GFEI – The Chile Case

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

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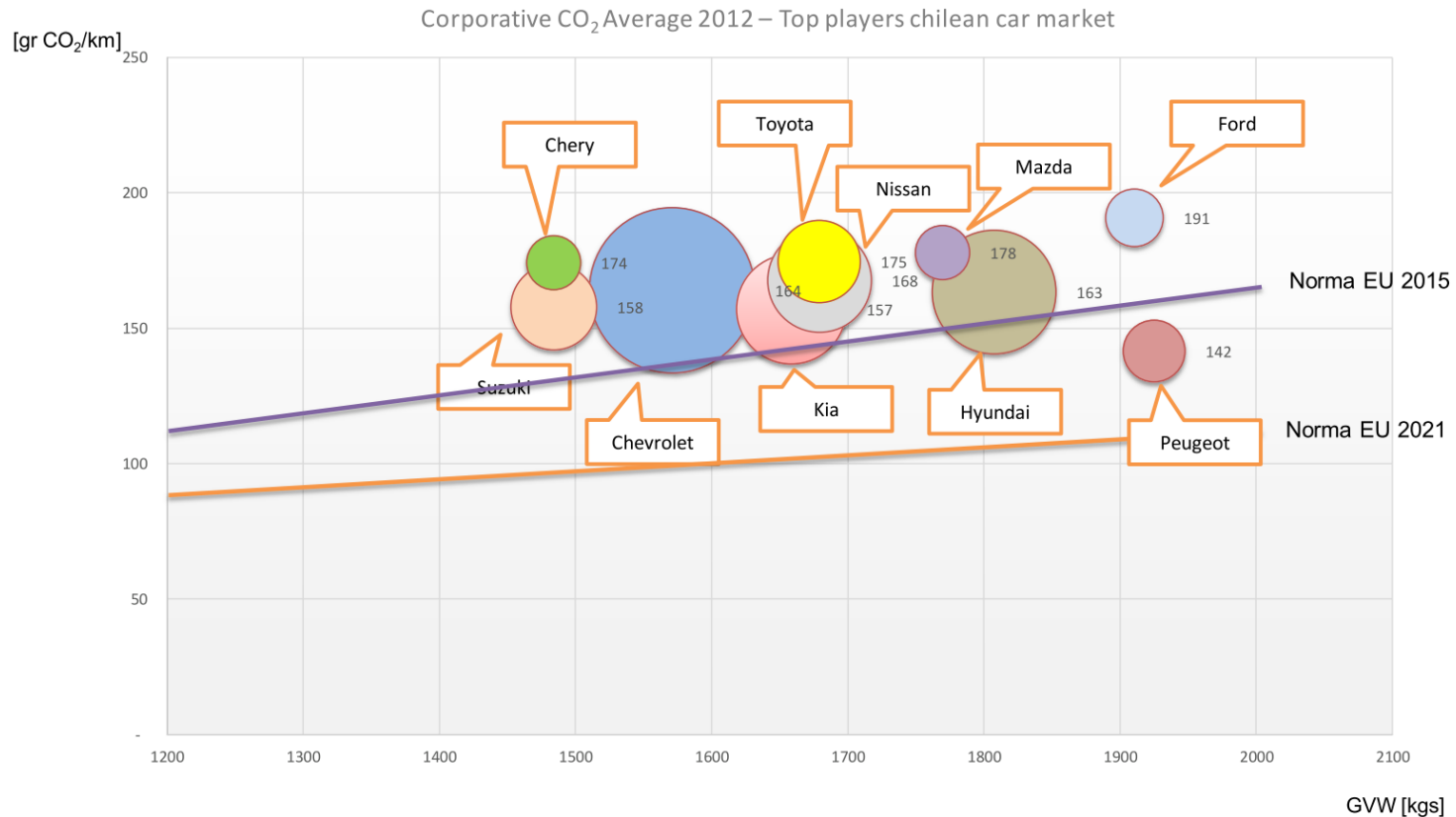
Content

- **Introduction**
- **Market overview of LDVs in Chile**
- **Development of fuel economy baseline**
- **Introduction of vehicle labelling scheme**
- **Proposal of feebate**
- **Final legislation: Fuel consumption and air pollution tax**
- **Lessons learned**

GFEI local partner: Centro Mario Molina

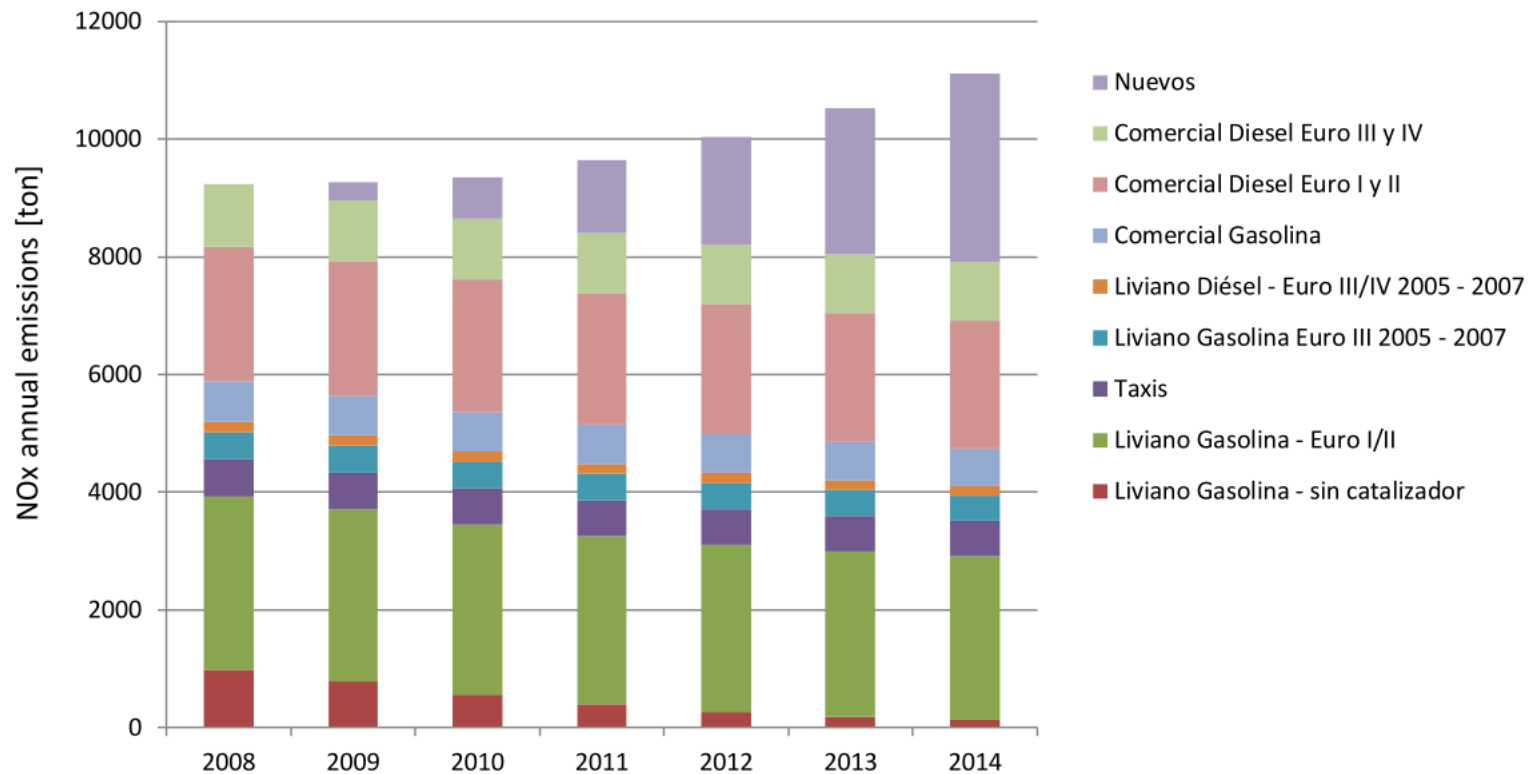
- **Is a private institution created under the sponsorship of Nobel Prize Professor Mario Molina**
- **Its mission is to create capacities in South America to address the problem of air quality and climate change**
- **Is a R&D Centre under CORFO Law for the promotion of private investments in R&D**
- **Is dedicated to research and studies in air pollution and energy in South America**
- **Rises funds from private companies, governments and international institutions**

Chile – Emissions of top selling cars



- Most selling models in Chile are well above EU CO₂ emission standards

NOx Emissions from LDVs in Santiago Metropolitan Region



- **NOx emissions are growing over time due to fleet growth**

First GFEI case study: Chile

- **Started in 2010, focus on:**
 - Fuel Economy (FE) and emission baseline of the vehicle market
 - FE labelling
 - FE and low emission vehicle policy proposal
- **Expanding now to Peru, Uruguay and Paraguay**

Preconditions in Chile

- **Strong institutions for enforcement of vehicle standards**
- **Importation of second hand cars is banned**
- **Good fuel quality**
- **Mature system for type approval and conformity of production of vehicle market**
- **Vehicle model emissions and FE data available**
- **Sales data available.**

First Step: Characterization of Vehicle market – Baseline development



- Development of the CO₂/FE baseline
- Official report presented in September 2010 during a conference with Transport Vice Minister and John

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_15901

