



Mobility: How can individuals contribute to lowering carbon footprint in transport systems in the future?

Guilin, 6th November 2015

A WORLD IN MOTION



FEDERATION
INTERNATIONALE
DE L'AUTOMOBILE

FIA.COM

- International association of national Automobile and Touring Clubs and national Federations for motoring and motor sport.
- It brings together 236 national motoring and sporting organisations
- from 141 countries on five continents
- Its member clubs represent 80 millions of motorists
- Enjoys a consultative status with the United Nations.

SPORT

Mission: ensures that fair, capably regulated and above all safe events are conducted in all corners of the globe.



MOBILITY

Mission: ensure that safe, affordable and clean systems of transport are available to all.



- Consumers can contribute and play a crucial role in defining consumption patterns and everyone needs to think about ways to influence mass behaviour and social norms to promote low-carbon, healthier urban lifestyles.
- When consumers are put in a position to embrace low carbon technology, then public policy, technological progress, and market success will be mutually reinforcing.

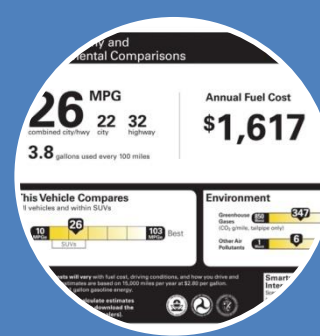




Set the right
set of
structural
policies



Driving
Innovation



Information
&
educational
programmes



- Governments should design fuel taxation policies ensuring that there is transparency for consumers, maximise the potential for behavioral change
- Fiscal policy should be technology-neutral and results-oriented and should be designed in a way that result in affordable vehicles to the consumer at large



FUEL TAXES AND FISCAL POLICIES

- Countries looking at this approach should make sure that new regulation will not increase the level of taxation for consumers: demand for fuel among motorists is relatively inelastic, so any increase in fuel price only leads to a small decrease in consumption.
- The new value created by these carbon price mechanisms, for examples, can be used to reduce the tax burden and/or earmarked to sustainable mobility strategies



MARKET-BASED MEASURES

- Before deciding the specific target, robust cost-benefit analysis should be developed upfront, ensuring affordability for consumers and large up-take in the market.
- A multi-stakeholder consultation process should also be promoted to agree on the most appropriate path



FUEL ECONOMY STANDARD and REGULATION

- Countries that have not adopted fuel economy or greenhouse gas emission standards (which require a great deal of knowledge) may find feebates a
- A feebate program is a “transfer”, not a “tax”. Those who choose to buy higher CO2 emitting vehicles pay fees, which are used to give rebates to those who buy lower emitting vehicles

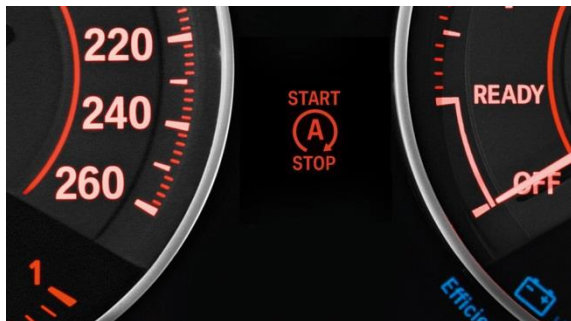


FISCAL INCENTIVES, INCLUDING FEEBATES

- Affordable solutions in the market
- Ensure high deployment in the fleet.
- Ecodriving as no-cost measure
- ITS support
- Implement shared mobility solutions



EcoDriving techniques



Start & stop technology



EcoDriving Coaching & Support



Car Sharing schemes

- Promote measures to inform and educate people to choose the most efficient products on the market;
- Create demonstration events to bring technology to the consumers;
- Consider CO2 labelling schemes;
- Support independent assessment programmes.

FUEL CONSUMPTION

MAKE MODEL VARIANT
TRANSMISSION FUEL TYPE

Fuel Consumption (L/100km)	CO ₂ Emissions (g/km)
12.4 Combined Test	291 Combined Test
16.7 Urban	Carbon dioxide (CO ₂) is the main contributor to climate change
9.8 Extra Urban	

Vehicle tested in accordance with ADR 81/02. Actual fuel consumption and CO₂ emissions depend on factors such as traffic conditions, vehicle condition and how you drive.

More information at www.greenvehicleguide.gov.au

EcoTest 03/2015

Mittelklasse; Erdgas

Skoda Octavia 1.4 TSI G-TEC

Euro 6; 81 kW; 1395 cm³; 3,7 kg/100 km

Gesamt: 105 Punkte

Schadstoffe: 50 Punkte
CO₂: 55 Punkte

ADAC

www.adac.de

1 Stern < 30 Pkte; 2 Sterne 30-49 Pkte; 3 Sterne 50-69 Pkte; 4 Sterne 70-89 Pkte; 5 Sterne ≥ 90 Pkte





FÉDÉRATION INTERNATIONALE DE L'AUTOMOBILE

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