SUMMARY OF THE FOURTH MEETING OF THE GLOBAL PARTNERSHIP FOR CLEAN FUELS AND VEHICLES
UNEP HEADQUARTERS, NAIROBI, KENYA
14-15 DECEMBER, 2005

The Fourth Global Partnership Meeting (4GPM) of the Partnership for Clean Fuels and Vehicles was held at UNEP headquarters offices in Nairobi, Kenya on 14-15 of December. The meeting was preceded by a field trip to discuss Kenya's leaded gasoline phaseout and Nairobi's air quality on the 13th. The meeting was attended by around 40 individuals, representing 27 Partners from developed and developing country governments and non-governmental organizations, along with industry and international organizations.

This meeting, held one year on from 3GPM held in New Delhi, India, focused on the following issues to be discussed and decided upon:

- Substantive and financial report of 2005 activities;
- Setting concrete and measurable goals for the Partnership (based on the general PCFV objectives);
- Agreement on the work programme and budget for 2006 and 2007;
- Selection of a new Advisory Group for 2006 and 2007;
- Establishment of a Vehicles Working Group;
- Overview and discussion about the financial situation of the PCFV;
- Discussion of future directions of the PCFV.

Wednesday 14 December:

Opening Remarks

Dr. Klaus Töpfer, Executive Director of 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. Dr. Toepfer highlighted the existing North/South divide in fuels and vehicles, noting the tremendous gap often found between fuel and vehicle requirements in developed and developing countries. He also spoke of the need to prioritise targets to improve air quality in developing countries along with driving conditions and infrastructure, and mentioned biofuels as an alternative fuel needing further consideration for use in these countries.

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

Report on 2005 Activities by the Clearing-House:

The UNEP Clearing-House (CH) presented overall progress made and activities performed by region in 2005.1 Highlights include: (1) excellent progress made for lead phaseout in Sub Saharan Africa, with the entire subcontinent due to eliminate leaded petrol by 1 January, 2006; (2) Partnership growth by 17 new members; (3) growth in CH funds in 2005 due to Partners' renewed support; (4) in 2005 the majority of funds went to activities in all regions, with most going to activities in Sub Saharan Africa; (5) overall activities at the regional and national levels are growing in all PCFV regions.

1 A full 2005 activity report from the Clearing-House is available for download at www.unep.org/PCFV/Events/4GPM.htm.
The discussions focused on: (1) Clarification of the role of Partners as promoting clean fuels and vehicles and providing financial, technical and other expertise for PCFV activities, including participation in global working groups; (2) The need to draw additional attention to the success of the phase-out of leaded gasoline in sub-Saharan Africa; (3) Using lessons learnt from the Africa experience in other regions; (4) The need for increased and more diversified funding for future CH activities; (5) The outputs of the Octane Working Group need to be finalized as soon as possible in order to be of use to countries still going unleaded.

It was decided that: (1) Partners will make suggestions for additional funding sources for CH activities; (2) IPIECA will circulate the draft description of the PCFV to be used in its upcoming book on partnerships to all interested Partners; (3) the CH will post information on countries' fuel octane levels and rate of catalytic converter usage on the PCFV website; (4) Partners were in agreement that the Clearing-House would summarize and finalize the Octane Report according to the VSR report's format.

**Discussion of Measurable Goals:**

Partners discussed setting measurable goals for the Partnership, based on the general Partnership objectives as included in the PCFV Governance Rules. The measurable goals focus on leaded gasoline phaseout, sulphur reduction and vehicles. Partners agreed that any goals decided upon in the meeting would be internal benchmarks rather than operational directives and that countries and regions would be supported in setting their own objectives and timeframes for introducing fuel and vehicle improvements.

Leaded Gasoline: The CH proposed a worldwide campaign to eliminate leaded gasoline worldwide by the end of 2008. Partners discussed the 2008 deadline, timeframes needed for refinery investments, government cooperation where refineries are partly state-owned, the necessity of intermediate steps (such as addition of ethanol and change of feedstock), and clarified that aviation and racing fuels would not be addressed by the campaign. In conclusion, the meeting agreed to the following measurable goal:

*To phase out leaded gasoline by the end of 2008 worldwide to be followed by the global introduction of vehicles with catalytic converters.*

Sulphur: The discussion focused on setting a goal(s) for the measurement of progress in the implementation of sulphur reduction activities and the mandate of the PCFV, along with the forthcoming sulphur document and its implementation in 2006-2007. Partners agreed that the reduction of sulphur in fuel worldwide was a priority and that setting an internal PCFV benchmark would be appropriate. Consensus was reached on a long-term global target, taking into account the systems approach and the necessity of closing the gap between developed and developing countries where fuels and vehicles are concerned. The PCFV measurable goal agreed upon by the meeting is:

*To reduce sulphur in vehicle fuels to 50 ppm or below worldwide, concurrent with clean vehicles and clean vehicle technologies, with roadmaps and timelines developed regionally and nationally.*
In terms of the sulphur document yet to be finalized, it was agreed that the PCFV goal of 50 ppm or less and the sulphur document's emphasis on 500 ppm or lower sulphur for emissions reductions and vehicle technology enabling are not mutually exclusive.

Vehicles: PCFV goals to promote catalytic converters in countries that have phased out leaded gasoline and promote the use of cleaner vehicles/ clean vehicles technologies, such as after-treatment, in countries that have reduced fuel sulphur in diesel and gasoline have been incorporated into the corresponding lead and sulphur goals above.

**2006-2007 Programme of Work Discussion:**

A short presentation was made by the CH on the proposed 2006-2007 PCFV Programme of Work, noting the shift in emphasis in CH activities from regional events to national level activities designed to implement fuel and vehicle action plans. After a discussion of proposed activities by region and issues (lead, sulphur, vehicles), Partners approved the 2006-2007 Programme of Work, with some minor adjustments (see Annex V).

These changes include: (1) merging the planned Western CIS and Central Asia events into one regional event given the linguistic and historical ties in the CIS subregion; (2) PCFV support for the decommission of lead facilities in SSA countries that have phased out leaded gasoline (IPIECA initiative); (3) the CH will organize 5GPM; (4) the CH will develop a diesel bus retrofit guidance document, combining information on case studies, costs, and lessons learnt. Partners also agreed that the CH will help finalize the Octane Working Group document, and that a Sulphur Working Group document should be finalized and made available in early 2006.

The Joint Committee for Leaded Gasoline Phase-out (KPBB) of Indonesia stressed the importance of involving national vehicle manufacturers in the national and regional cleaner fuels and vehicles dialogue, in addition to encouraging headquarters of vehicle manufacturers in developed countries to promote the same clean vehicle technology they use in developed countries for use in their manufacturing operations in developing countries.

Partners also agreed that the Programme of Work would be an open document, flexible enough to address new countries and new demands.²

**Advisory Group Discussion**

The discussion focused on Advisory Group (AG) activities in 2005 and the proposed rules for AG selection along with the new AG membership for 06/07. Partners accepted the proposed AG member selection procedure as guidelines to be attached to the 4GPM meeting notes, rather than as an amendment to the Governance Rules. The CH was asked to continue organising and moderating the AG meetings as an ex-officio member.³ Partners also asked that notification of scheduled AG calls should go out to all Partners one week prior via email so that interested non-AG members can notify the CH of an issue to be addressed by the AG. AG members are encouraged to consult within their respective groups to ensure that their sector's concerns are represented in the AG.

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³ The AG selection and renewal guidelines accepted at 4GPM are attached in Annex III.
Partners then considered the proposed list of Partners interested in AG membership for 2006/2007, with the replacement of JAMA by AAM as primary vehicles representative. The new list of AG members was then approved, with CCAD reclassified as a governmental organization and REC as an international organization.4

**Vehicles Working Group Discussion**

Partners discussed the IPIECA proposal to merge the two vehicle working groups proposed at 3GPM (older vehicles and new vehicle technology) into one working group. It was accepted that the two be joined, but that specific TOR’s for the group would be developed between UNEP and MECA once the current Sulphur and Octane working groups finalize their work. UNEP proposed to chair the working group and would consult with MECA on this. A proposal for the Vehicles working group will be sent via email to interested members and TOR’s will then be developed. Notes from the 4GPM discussion will be used as guidance in developing the proposal.

**Financial Situation of the PCFV**

The CH gave an overview of the present financial situation of the CH with a financial outlook. At present over USD 3 million has been received and the CH expects that by the end of 2006 this will have increased to USD 4 - 4.5 million. Several partners present committed themselves during the meeting to continue to support the CH/PCFV activities:

- The USEPA, PCFV’s largest donor to date, promised to continue to provide financial support in the future;
- The FIA Foundation committed itself to renewing the present support agreement when it will end (end 2006);
- IPIECA renewed their pledge of continued financial support to the PCFV - it has been providing support since 2002;
- ExxonMobil committed USD 100,000 for regional and national activities of the global lead phase out campaign;
- Shell and TOTAL expressed their commitment to provide financial support to the Clearing-House in 2006 (to be determined);
- and Afton Chemicals committed itself to support CH activities (to be proposed by the CH to Afton on an ad-hoc basis);
- TNT announced the signing of an agreement of USD 400,000 (USD 100,00 per year for 4 years) for support to specific activities;
- UNEP promised continued financial support, for 2006 USD 100,000 would be available;
- While the CH informed the meeting that the Dutch Government has also expressed interest to renew their present support with a new support project for 2006.

**Additional Proposals for Consideration Submitted by PCFV Members**

Two proposals submitted to 4GPM from the Trust for Lead Poisoning Prevention and IPIECA were discussed. The first from the Trust was a request that the PCFV undertake a global assessment of post-formal phaseout availability of leaded gasoline in both legal and illegal uses. It was decided that while the issue is one that the PCFV supports, the investigation of legal uses of leaded gasoline in, for example, aviation and racing, was outside the current PCFV mandate, while the illegal use of leaded gasoline/fuel adulteration is already being addressed within the Partnership.

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4 The list of new AG members is attached in Annex IV.
The second proposal from IPIECA proposed a working group or similar body to provide input on financing options for the upgrading of viable developing country refineries partially owned by the state and financing for upgrades is not available from other sources. There was general support for the proposal, but it was agreed that refineries would be looked at on a case-by-case basis and that the focus should always be on improved air quality. Next steps will be further developed by IPIECA and interested Partners once the existing working groups wrap up.

**Future Directions of the PCFV**

A discussion on future directions of the PCFV concluded Day 2 discussions, with an open floor discussion. Partners considered the long-term (beyond 2007) future of the Partnership, and whether or not additional fuel and vehicle issues such as biofuels should be included within the PCFV mandate. The outcome of discussions (which included alternative fuels, fiscal incentives and pricing structures for faster uptake of cleaner fuels, and a more integrated view of transportation) was that while the PCFV could provide guidance on related issues such as biofuels and 2-stroke engines, the PCFV should continue with its present mandate unchanged (i.e. focus on lead phase out and sulphur reduction concurrent with cleaner vehicles). The focus of the CH should be on its planned activities for the next 2 years, which is ambitious and addresses areas where the most significant gains in health can be achieved.

**Other Business**

Dr. Hernan Calisto (CORPAIRE) submitted a proposal that 5 GPM be held in Quito, Ecuador, with a personal invitation to the Partnership from the city’s Mayor. The invitation and all relevant details will be considered by the Advisory Group.

**Conclusion**

The moderator formally concluded the meeting at 15:30, thanking Partners for their continued dedication to the PCFV and its mission.

Cristina Boelcke, Officer-in-Charge of the Division of Policy Development and Law (DPDL) of UNEP, offered closing remarks on behalf of UNEP, pledging greater access to political support for Partnership activities from UNEP’s regional offices, reiterating UNEP’s commitment to continue hosting the PCFV Clearing-House.

*Support for the 4GPM lunches and reception was kindly provided by Shell, Exxon Mobil and Afton Chemicals.*
### Annex I: Abbreviations

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<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tr>
<td>3GPM</td>
<td>3rd General Partnership Meeting</td>
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<td>AAM</td>
<td>Alliance of Automobile Manufacturers</td>
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<td>AECC</td>
<td>Association of Emission Control by Catalyst</td>
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<td>AG</td>
<td>Advisory Group</td>
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<td>API</td>
<td>American Petroleum Institute</td>
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<td>CCAD</td>
<td>Central American Commission on Environment and Development</td>
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<td>CH</td>
<td>Clearing-House</td>
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<td>IPIECA</td>
<td>International Petroleum Industry Environmental Conservation Association</td>
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<td>JAMA</td>
<td>Japan Automobile Manufacturers Association</td>
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<td>MECA</td>
<td>Manufacturers of Emission Control Association</td>
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<td>NRDC</td>
<td>Natural Resources Defense Council</td>
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<td>REC</td>
<td>Regional Environmental Centre for Central and Eastern Europe</td>
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<td>UNEP</td>
<td>United Nations Environment Programme</td>
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<td>US EPA</td>
<td>United States Environmental Protection Agency</td>
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### Annex II: 4GPM List of Participants

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Annex III: AG Member Selection Guidelines

Guidelines for Renewal of PCFV Advisory Group Membership

Considerations:
- That after a period of time a new AG should be chosen;
- That the AG should not be too big - maintain present size;
- That there is a need to develop rules on the AG to be included in the Governance Rules;
- That the AG should represent all partners/major partner groups; in particular, the North-South, regional and developed/developing country balance should be kept in mind.
- That especially the active partners should be given the opportunity to be on the AG;
- That more NGOs should participate in the AG;
- That Partners should be part of the Partnership for some time, to get familiar with its work and procedures, before joining the AG.
- That the fuels additive and after-treatment equipment industries do not really fit into the oil and vehicles groups of the AG.

The Clearing-House is proposing the following:

1. The AG will be changed every two years.
2. Only full PCFV members (not associate members) can become AG members.
3. A period of a year should have elapsed from a member having joined to their becoming eligible for AG candidacy.
4. All effort should be made to have the PCFV balance of membership in the AG as per the following constrains:
   - Groups (Fuels industry, Vehicles industry, NGOs, Governments, International Organizations, Others)
   - Regions
   - Developed/Developing (North-South)
5. The CH will contact all Partners to ascertain their interest in joining the AG. The CH will submit the list of interested partners to the AG. The AG will be composed of approximately 10 members. Should the number of partners interested in joining the AG be:
   - Ten or less - The AG will recommend the candidates to GPM. Empty seats may still be filled at GPM.
   - More than Ten - The AG will recommend only ten candidates to the AG, based on criteria in items 2, 3, and 4.

GPM shall then discuss and decide on the candidacy of the members put forward by the AG.

6. One of the members of the AG will always be the organization where the PCFV CH is based.
7. There is no time restriction on the AG membership. Organizations can be on the AG for consecutive terms.
8. The CH will continue organising and moderating the AG meetings as an ex-officio member.
9. The CH will notify Partners of scheduled AG calls one week prior via email so that interested non-AG members can notify the CH of an issue to be addressed by the AG.

**Vehicles Industry**
Alliance of Automobile Manufacturers (JAMA as secondary rep)

**Oil Industry**
International Petroleum Industry Environmental Conservation Association
Petrol Institute of East Africa

**Others**
Afton Chemical
Association of Emission Control by Catalyst /Manufacturers of Emission Control Association

**Governments & International Organizations**
Central American Commission on Environment and Development
Regional Environmental Centre for Central and Eastern Europe
United Nations Environment Programme
United States Environmental Protection Agency

**NGOs**
Kukulkan Foundation
Natural Resources Defense Council
Programme of Work of the PCFV Clearing House for 2006 & 2007

PCFV Focus Area I: Phase-out of Leaded Gasoline

In 2006 the Clearing House plans to launch a global campaign to eliminate leaded petrol worldwide by the end of 2008. Following the successful approach used in Sub Saharan Africa, the campaign will include regional workshops - in areas where several countries are still leaded and no regional workshops have been held to date - and will provide support to efforts at the national level to phase out leaded petrol. The campaign will also have a media and awareness raising component, including to inform important forums and partners about the existence of the campaign (for example at the 14th Session of the Commission for Sustainable Development).

As of 1 January 2006, the following countries are still leaded:
- Venezuela (to phase-out leaded gasoline by early 2006)
- Cuba (no known plans for phase-out)
- Bosnia & Herzegovina (phase-out deadline 2010)
- FYR Macedonia (plans to phase-out in 2006)
- Serbia & Montenegro (phase-out deadline 2020)
- Afghanistan (no known plans)
- Bhutan (no known plans)
- Cambodia (no known planes)
- Laos Republic (no known plans)
- Mongolia (no known plans)
- Myanmar (no known plans)
- North Korea (no known plans)
- Pacific Islands (including Micronesia) (no known plans)
- Kazakhstan (no known plans)
- Tajikistan (no known plans)
- Turkmenistan (no known plans)
- Uzbekistan (no known plans)
- Indonesia (planned for early 2006)
- Iraq (no known plans)
- Jordan (plans to introduce unleaded gasoline in 2008)
- Palestine (no known plans)
- Syria (plans to phase-out before 2007)
- Yemen (start phase-out process in 2006, date to be set in workshop in 2006)
- Morocco (plans to phase out leaded gasoline started in 2003)
- Tunisia (plans to phase out leaded gasoline started in 2003)
- Algeria (no known plans for phase-out)
- Qatar (plans to phase-out gasoline started in 2001)

Objective:
To promote and support the phase-out of leaded petrol globally by end of 2008.

Activities in 2006 & 2007:

Latin America and the Caribbean
2006
- Support Venezuela in ongoing phase-out (if applicable – phase-out date to be determined)
- Consult with Cuba on setting a date (and support if necessary)

Central and Eastern Europe

2006
- Consultation with Bosnia & Herzegovina and Serbia & Montenegro on possibilities for support to move the deadline forward to latest 2008 (current deadline 2010 and 2020 respectively)
- Support to FYR Macedonia and Turkey for proposed 2006 phase-out

2007
- Continued support to Bosnia & Herzegovina and Serbia & Montenegro

Asia & Pacific

2006
- Support to Afghanistan with phase-out of leaded gasoline (follow-up discussions with Afghan Ministry of Environment)
- Support to Cambodia with phase-out of leaded gasoline (follow-up to contacts with Petroleum Authority)
- Support Laos, Bhutan and North Korea with the phase-out of leaded gasoline
- Continued Support of Indonesia’s campaign to phase-out leaded gasoline by early 2006
- Support a Sub-Regional workshop on clean fuels and vehicles for CIS-Asian countries to promote leaded gasoline phase out. Focus countries: Afghanistan, Kazakhstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan

2007
- Continued support to Afghanistan, Bhutan, Cambodia, Laos and North Korea with their efforts to go unleaded
- Follow-up to the 2006 Sub-regional workshop at the national level - support to selected CIS-Asian countries
- Regional-level consultation with the Pacific, specifically the South Pacific Regional Environment Programme (SPREP) to promote and support leaded gasoline phase-out at the regional/ national-level in the various islands

Middle East and West Asia (incl. North Africa)

2006
- Support a Regional Workshop for Middle East, North Africa and West Asia on lead phase-out and clean fuels in Manama, Bahrain (March/ April 2006)
- Support to national-level workshop and activities in Yemen (based on a memorandum of understanding with the Yemen Environment Protection Authority)
- Support to the implementation of the regional workshop at the national level, in specific Syria, Jordan, Palestine, Morocco, Tunisia, and Algeria
2007
- Continued support to Syria, Jordan, Palestine, Morocco, Tunisia, and Algeria
PCFV Focus Area II: Reduction of Sulphur Levels in Fuels

The Clearing House wants to increase its activities to promote and support the reduction of sulphur levels in fuels. We are hopeful that a PCFV Sulphur Document will be ready to support this work. The Clearing House will use a regional or sub-regional approach to reducing sulphur, given the big differences in the regions. In some regions we are planning to organise regional and/or sub-regional workshops to facilitate the countries to agree on the levels they would like to aim at.

**Objective:** To promote and support the reduction of sulphur levels in fuels. The ultimate goal is to reduce sulphur levels to 50 ppm or below. As the (sub)regions differ, the Clearing House will use region and national specific objectives, roadmaps and timelines - see the objectives per region below.

Roadmaps and timelines

**Sub Saharan Africa**

**Objective:**
Promote and support the reduction of sulphur levels in fuels to 500 ppm or below by 2011. Some countries, especially those at 10,000 ppm or higher, could choose to set intermediate objectives like 5000 ppm or 2000 ppm. Promote and support the introduction 50 ppm in some countries in the subregion within the next few years.

**Activities:**
- Support to a **regional workshop** for countries with refining capability in Sub-Saharan Africa (SSA) to develop targets for sulphur reduction
- Organise at least one **sub-regional workshop** on sulphur reduction in fuels
- Support national-level consultations and/or activities to develop strategies on sulphur reduction in fuels in at least **5 countries**
- Support for ongoing sulphur reduction efforts in **South Africa** and adoption of the South African standards by other **Southern African countries**
- Support for the **decommission of lead facilities** in SSA countries that have phased out leaded gasoline.

**2007**
- Continued national level consultation/activities to reduce sulphur levels in at least **5 countries**
- Support for ongoing sulphur reduction efforts in **South Africa** and adoption of the standards by other **Southern African countries**

**Central and Eastern Europe**

**Objective**
A. Promote and support countries to reduce sulphur in fuels to ≤500 ppm by end 2008
B. Some countries, especially those at higher levels, may choose to set intermediate objectives and might reach the 500 ppm objective later than 2008, for example Bosnia & Herzegovina, Belarus, Moldova, Serbia & Montenegro, Russian Federation, Ukraine

**Activities:**
2006
- Support sulphur reduction in Albania, FYR of Macedonia, Serbia and Montenegro
- Support the implementation of planned reductions to 50 ppm by 2007 and 10 ppm by 2009 in Bulgaria, Croatia, Romania and Turkey
- Development of contacts for sulphur reduction strategies with Western CIS Countries Belarus, Moldova, Russian Federation, and Ukraine, in preparation of sub-regional meeting in 2007.

2007
- Support the organisation of a regional sulphur meeting for all CIS Countries (Belarus, Moldova, Russian Federation, Ukraine to include Central Asian countries - see below)
- Follow up with national-level activities and support for Western CIS countries
- Ongoing support at the national level for CEE & Turkey

Asia & Pacific

Objective:
To promote and support the reduction of sulphur levels in fuels in Asia-Pacific countries - levels to be agreed upon in consultation with specific countries. Countries will be encouraged to adopt fuel sulphur level objectives of 500 ppm and below by 2010. Promote and support the introduction 50 ppm in some countries in the subregion within the next few years.

Activities:
2006
- Support a sub-regional workshop for CIS countries and others including: Afghanistan, Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan (all countries are presently at 5,000 ppm with the exception of Afghanistan which is at 10,000 ppm) + Western CIS countries (see above)

2007
- Follow-up with national level activities and support to CIS-Asian countries

Latin America and the Caribbean

Objective:
Reduction of sulphur in fuels to 500 ppm and below by 2010. Promote and support the introduction 50 ppm in some countries and/or cities in the subregion within the next few years.

2006
- Support to the implementation of existing national objectives, including Argentina (50 ppm in 2009), Brazil (500 ppm in 2009, 50 ppm metropolitan by 2009), Chile (350 ppm by 2006), Colombia (500 ppm by 2008), Costa Rica (500 ppm by 2008), Mexico (15 ppm at the border are 2006, nation wide 2007), Peru (50 ppm by 2010)
- Support national follow up activities of the 2005 Mexico City regional workshop
- Development of contacts for sulphur reduction strategies with Caribbean countries
- Support to a regional workshop for South America focusing on sulphur reduction, development of a regional strategy (CORPAIRE, Ecuador has offered to host this meeting)
- One day environment and vehicles issues workshop during annual meeting of Central/South America automobile clubs, hosted by the Brazilian Automobile Associate, Sao Paolo, Brazil (with FIA Foundation)

2007
- Support for national activities in Central America
- Follow up to South America sulphur workshop with national-level support and activities
- Support to a sub-regional workshop for Caribbean states (to be confirmed)

**Middle East, West Asia and North Africa**

**Objective:**
To promote and support the reduction of fuel sulphur levels - objectives to be developed in a regional workshop early 2006.

2006
- Support for a regional workshop for Middle East, North Africa and West Asia on reduction of sulphur levels in fuels. Levels of sulphur reduction will be agreed upon in the workshop - 19 countries will be involved
- Support to follow-up activities at the national level which can include the following countries: Syria, Bahrain, Kuwait
- Support to sulphur reduction in Morocco

2007
- Support Yemen and Iran to reduce sulphur levels (presently at 10,000 ppm)
- Support to sulphur reduction in Morocco and other North African countries
PCFV Focus Area III: Promotion of Cleaner Vehicles and Vehicles Technologies

The Clearing House wants to expand its activities on promotion of cleaner vehicles, especially where unleaded gasoline and/or low sulphur diesel/ultra low sulphur diesel fuels have been introduced.

Objective:
To support countries in developing policies that make catalytic converters mandatory on locally produced and imported vehicles (new and second) by 2007; to support vehicles emissions monitoring and inspection and maintenance programs; and support the introduction of cleaner vehicles/cleaner vehicles technologies, including heavy diesel retrofit projects, promotion of cleaner diesel vehicles, after treatment technologies, and cleaner petrol vehicles.

Sub Saharan Africa

Activities:

2006
- Support national-level activities to promote vehicles with catalytic converters in at least 10 countries, including development of regulations
- Support a demonstration project on clean transportation in at least one country
- Support the development of a report for retrofit opportunities in the region

2007
- Support to national-level consultations and/or activities to promote vehicles with catalytic converters in remaining countries, including regulations
- To promote vehicle emission monitoring in at least one country in the region
- Follow up on implementation of the clean transportation project

Central and Eastern Europe

2006
- Support selected national level activities to promote vehicles with catalytic converters (possible candidates: Albania, FYR Macedonia, Serbia & Montenegro, Turkey – if gone unleaded)
- Support for retirement of old diesel cars (Albania, Turkey)
- Planning and launch of one retrofit pilot in CEE

2007
- Continued support for increased use of catalyst-equipped vehicles in CEE & Turkey
- Continuation of 2006 retrofit project, workshop to discuss outcomes and encourage replication (based on results)
- Planning and launch of 1 additional retrofit pilot in CEE

Asia & Pacific
2006 & 2007
- Retrofit or green vehicle project in China. Exact nature to be determined
- Support a project on the introduction of catalytic converters in Indonesia

**Latin America and the Caribbean**

2006
- Support incorporation of catalytic converter discussions, diesel emissions technology into South America workshop, automobile clubs event in Brazil, Caribbean sub-regional event
- Support at national level for catalytic converter requirements
- Santiago, Chile retrofit project with CONAMA and workshop in December, 2006
- Support to Quito, Ecuador, retrofit project

2007
- Continued support at national level for catalytic converter requirements
- Continuation and finalization of ongoing retrofit projects
- Planning of additional retrofit(s) in LAC

**Global**

- The Clearing-House will develop a diesel bus retrofit guidance document, combining information on case studies, costs, and lessons learnt.