Estimation of Fuel Consumption and CO2 Emissions in Ghana, Methodology and Results

OUTLINE

- OBJECTIVES OF STUDY
- METHODOLOGY
- OVERVIEW OF VEHICLE INVENTORY IN GHANA
- DATA CLEANING
- RESULTS OF DATA ANALYSIS
- CONCLUSION

OBJECTIVES OF STUDY

- To carry out an inventory of LDVs (new and used) imported between 2005 and 2016 using the GFEI Methodological Guide to Developing fuel economy database.
- Use the data from the inventory to estimate baseline and average fuel economy for Ghana
- Estimate CO2 emissions for LDVs imported between 2005 and 2016
- Review policies and regulations in place to promote the use of cleaner and fuel efficient LDVs in Ghana.
- Conduct Cost Benefit analysis of key policy interventions to promote fuel economy in Ghana
- Provide policy recommendations aimed at reducing carbon emissions and promoting vehicle fuel efficiency

METHODOLOGY

-GFEI STEPS

Set Objectives Obtain Vehicle Registration Data Clean Data 1 Structure Data Estimate Baseline Fuel Economy Report findings

12/04/2018

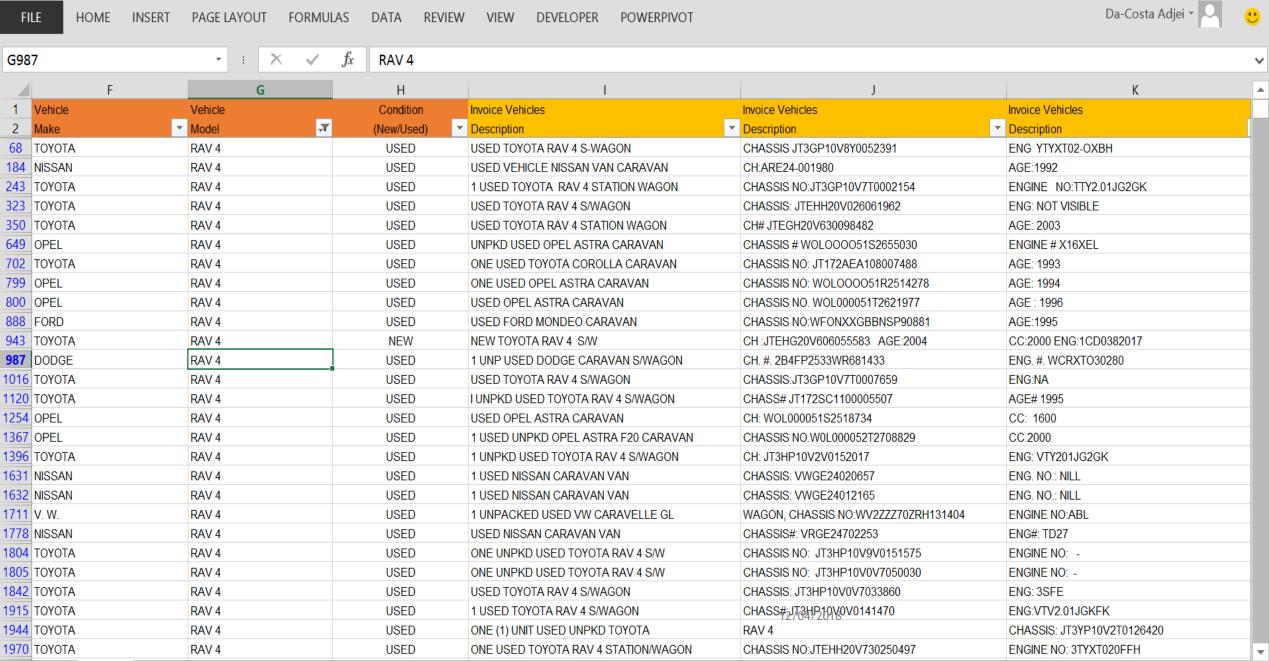
Assumptions

OVERVIEW OF VEHICLE INVENTORY IN GHANA

Year	No. of LDVs Imported
2005	66,036
2006	69,316
2007	90,312
2008	96,128
2009	82,301
2010	NIL
2011	26,297
2012	178,948
2013	78,835
2014	112,921
2015	105,366
2016	112,424
Total	1,018,884

Gaps Identified in the data

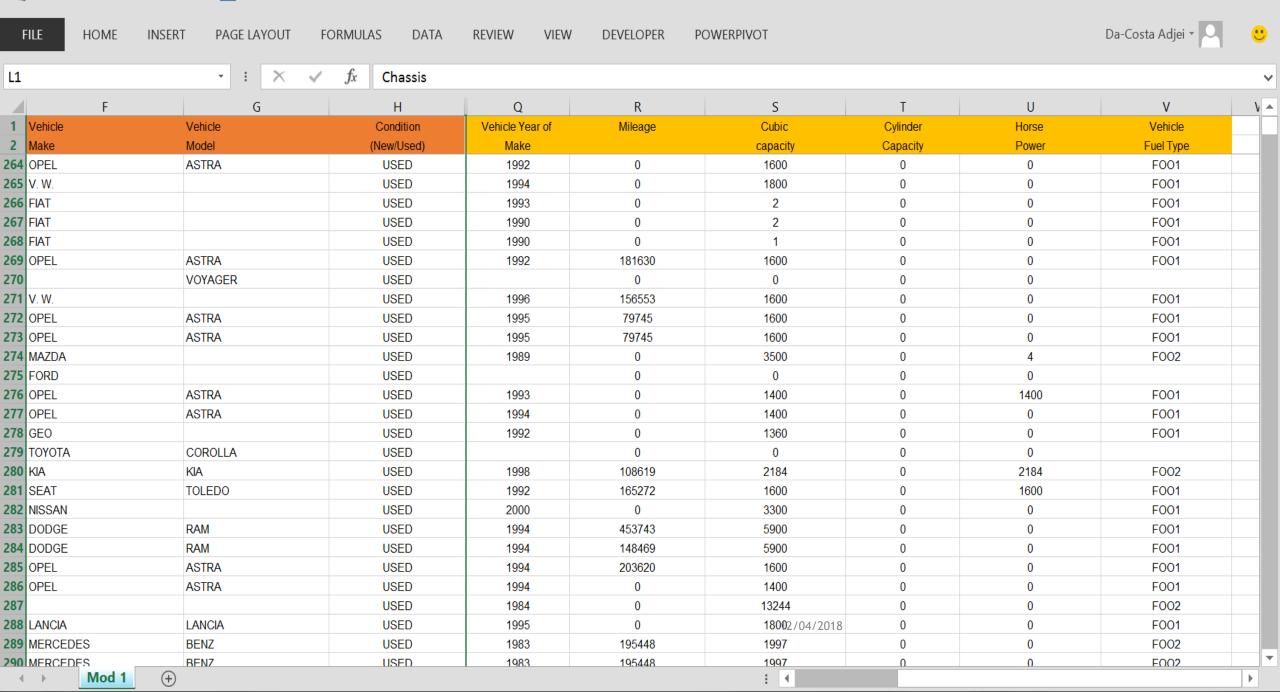
- Incomplete Data
 - 2016 Jan-Oct
 - No data for 2010
 - 2011 No data for Nov and about 1 week transaction for each month.
- Spelling Mistakes
- Wrong Inputs
- Incomplete information on LDVs



Mod 1

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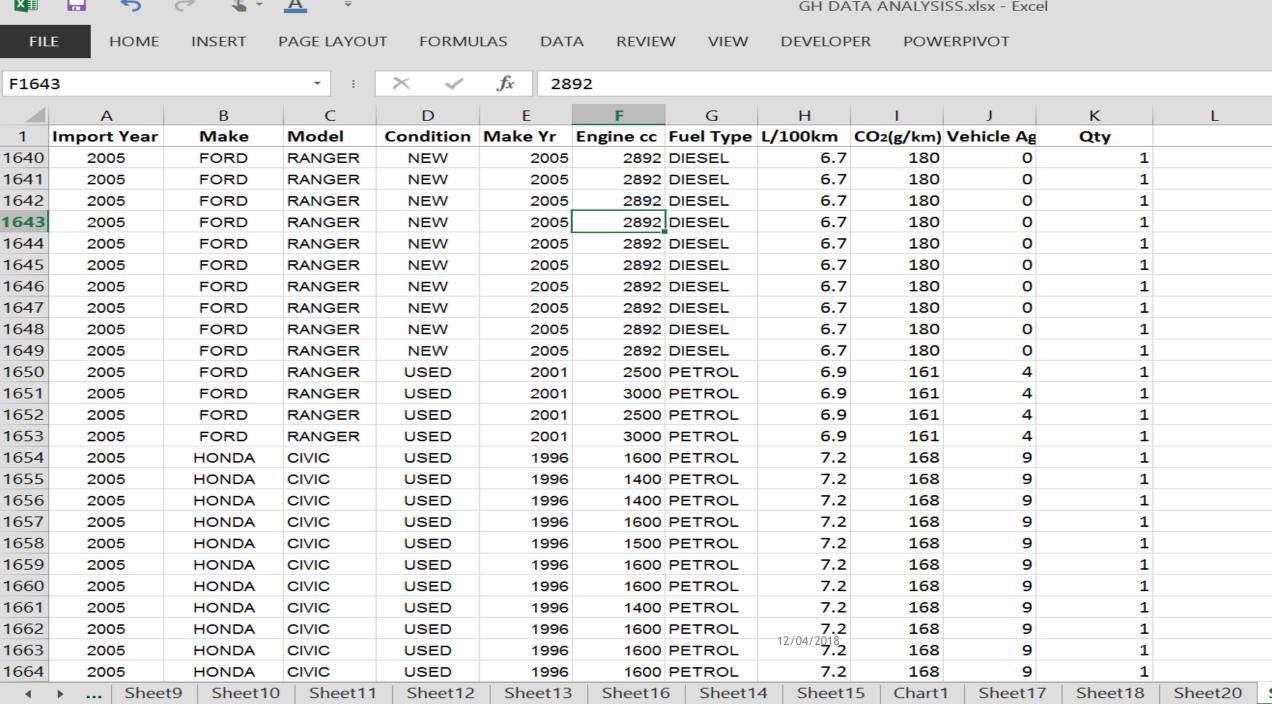
Data Cleaning

- ▶ (i) HDVs, motorcycles, trailers, combined harvesters etc; (ii) incomplete entries i.e. datasets that did not contain all variables required for the studies; (iii) For the purpose of this study, LDVs which were above 10 years old on the date of import were also removed
- ► Identify and Isolate relevant key attributes (column headlines) based on IEA Data frame of key attributes from the dataset
- Merging of synonymous information e.g Chevrolet and Chevy
- Correction of spelling Mistakes
- Removal of wrong inputs
- Systematic removal of incomplete information on vehicle
- Addition of other relevant fields

USEFUL WEBSITES

- https://car-emissions.com/cars
- http://www.carfolio.com/specifications/models
- http://www.epa.gov/fueleconomy/
- http://www.edmunds.com/
- http://carfueldata.direct.gov.uk/
- http://www.nextgreencar.com/

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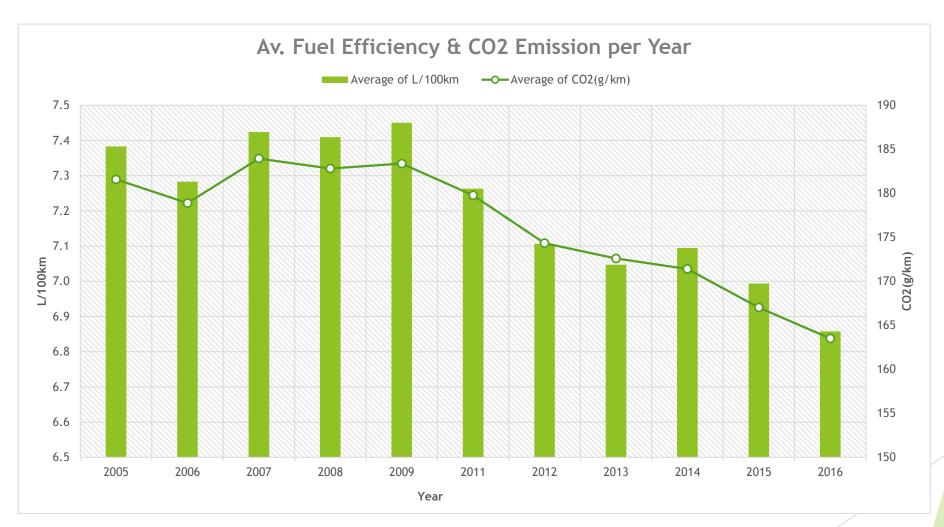


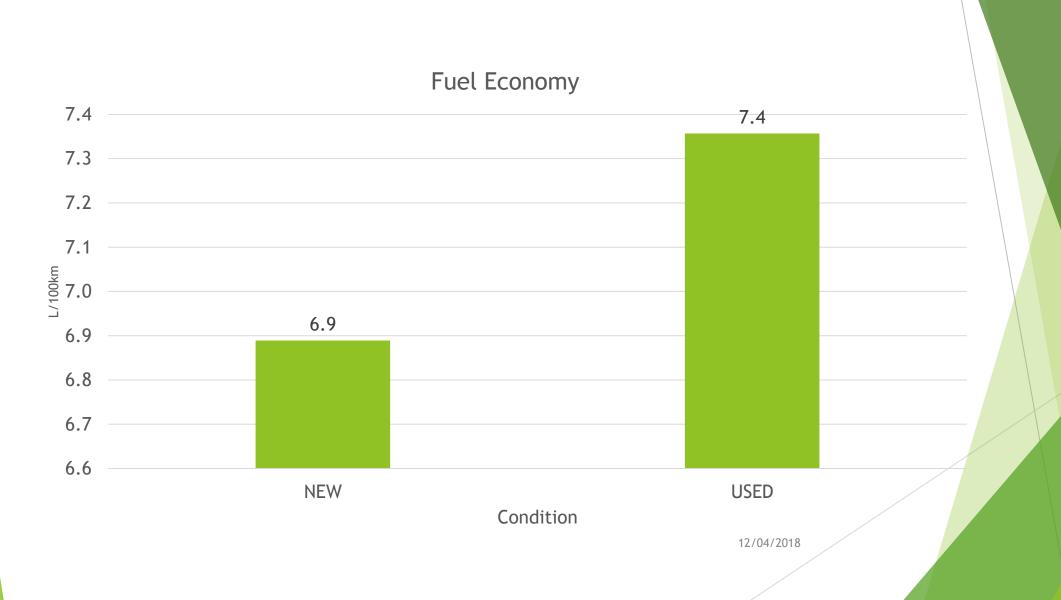
Results of Data Analysis

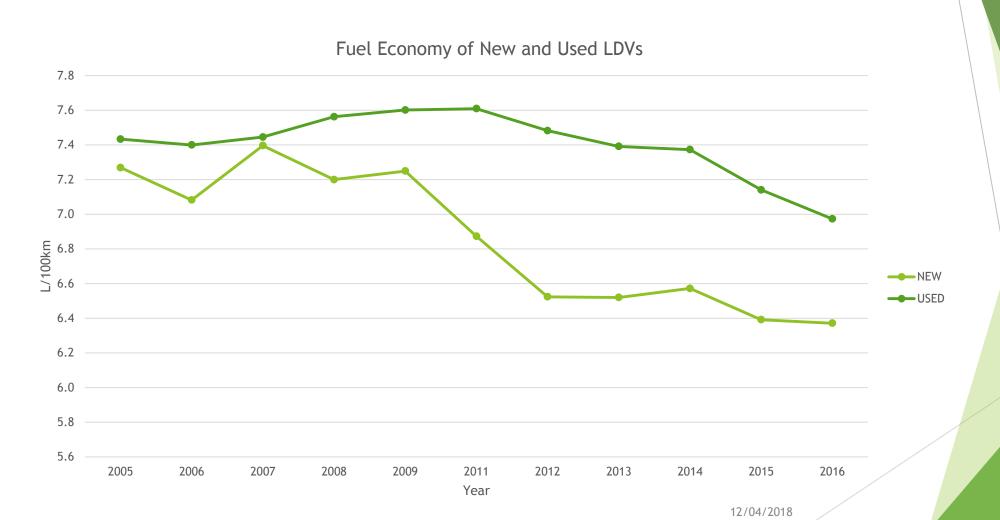
Av. Fuel Economy and CO₂ Emission

Years	Av. L/100km	Av. CO2(g/km)
2005	7.4	182
2006	7.3	179
2007	7.4	184
2008	7.4	183
2009	7.5	183
2011	7.3	180
2012	7.1	174
2013	7.0	173
2014	7.1	171
2015	7.0	167
2016	6.9	164
Grand Total	7.2	17/6 4/2018

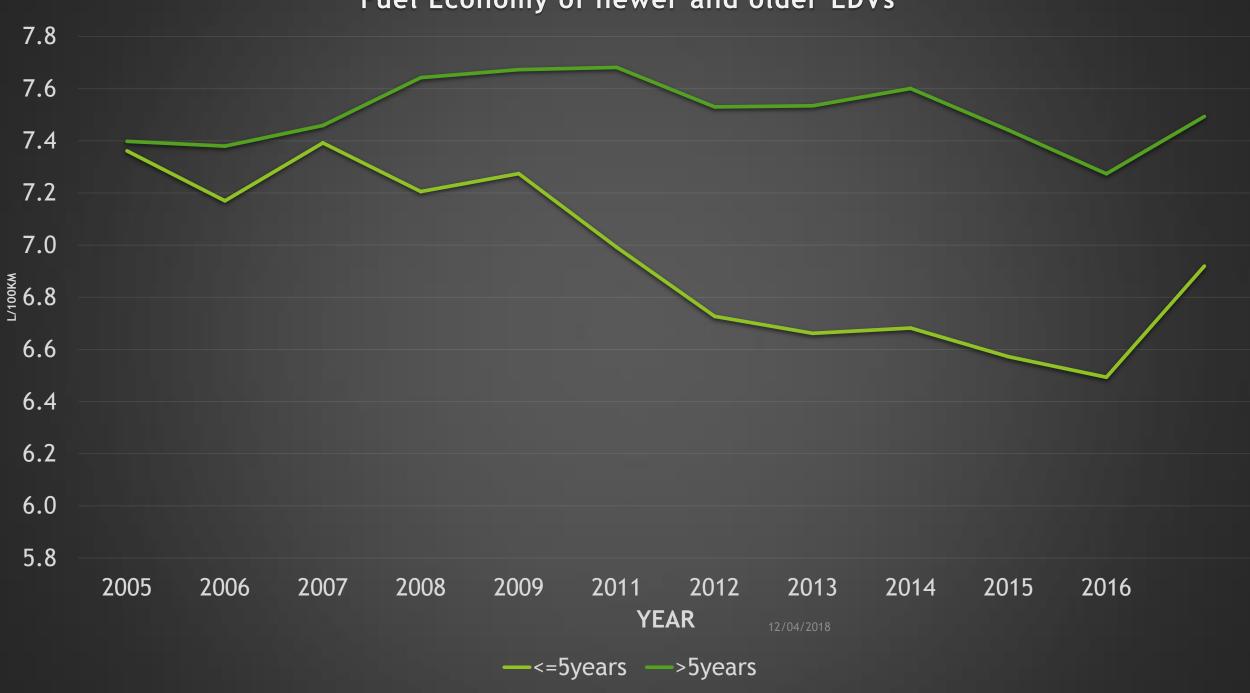
TABLES AND GRAPHS





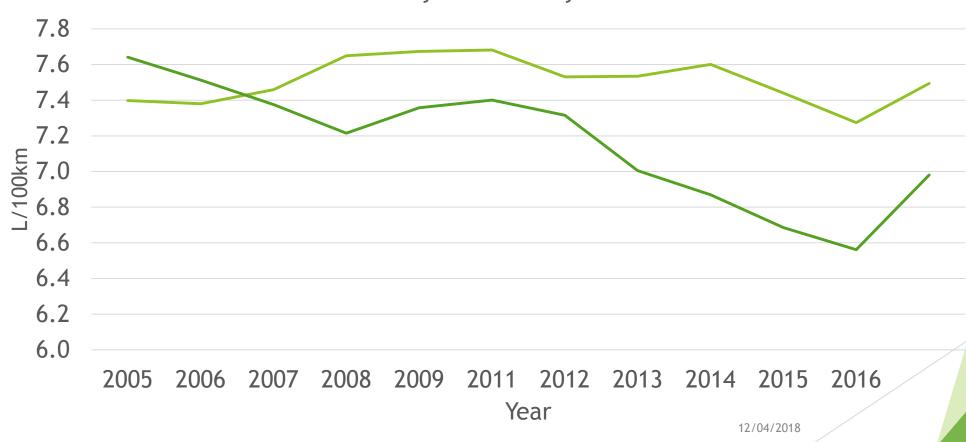


Fuel Economy of newer and older LDVs

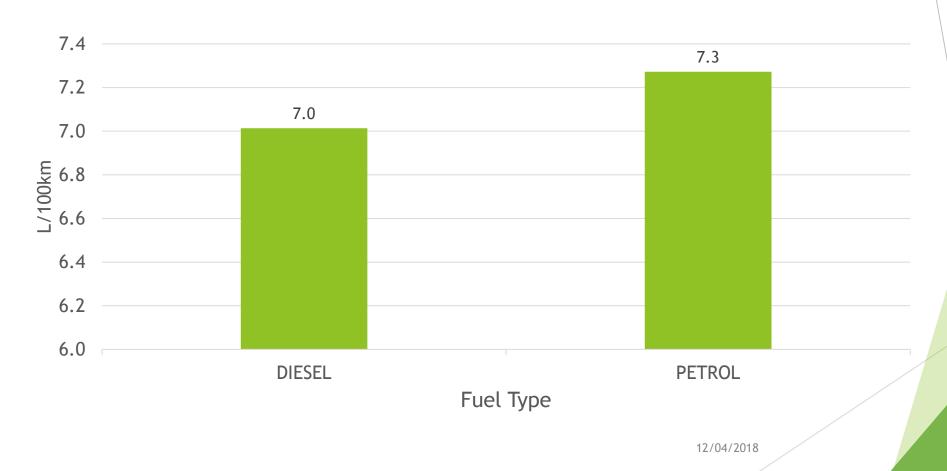


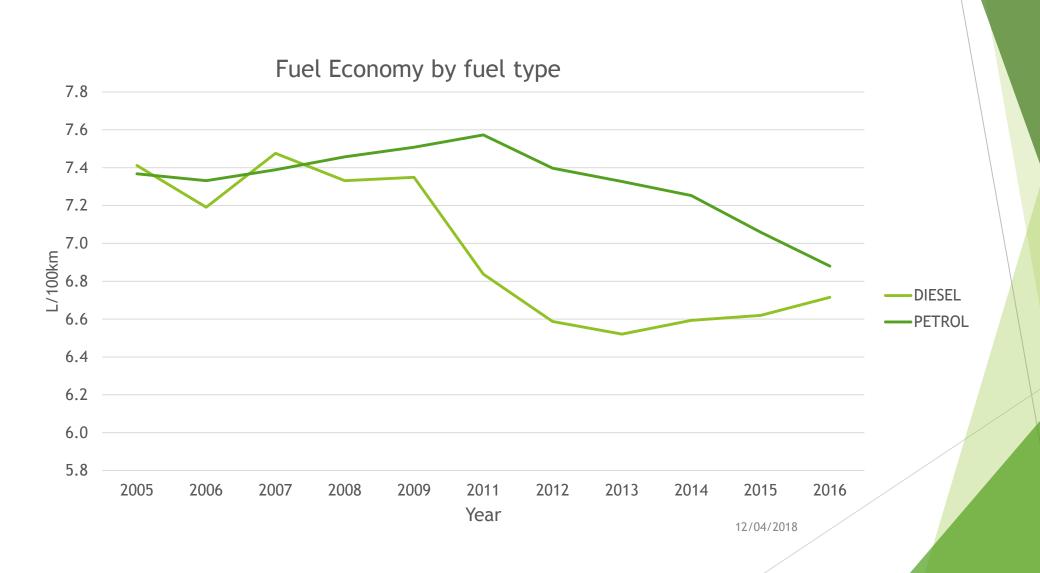






AV. FUEL ECONOMY BY FUEL TYPE

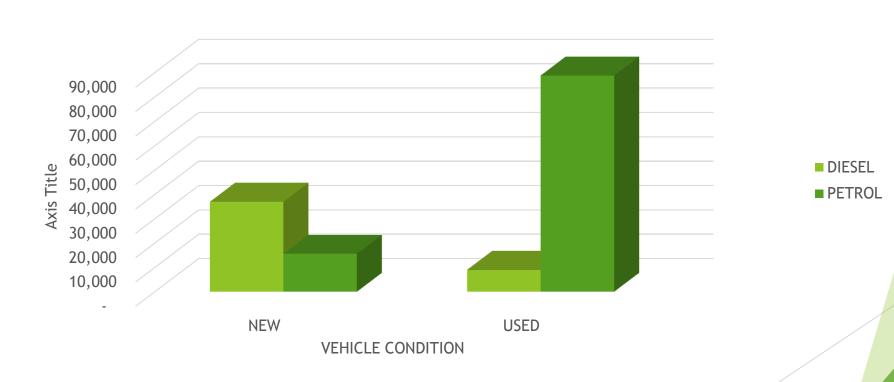




LDV Population Distribution by fuel type and condition

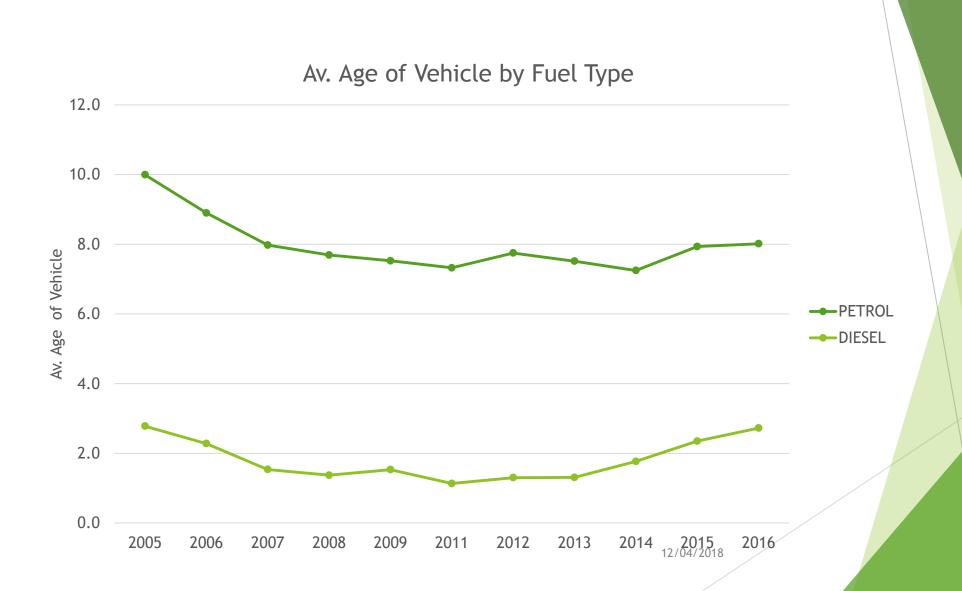
Row Labels	DIESEL	PETROL	Grand Total
NEW	36,999	15,584	52,583
INEVV	30,777	13,364	32,363
USED	9,003	88,778	97,781
Grand Total	46,002	104,362	150,364

DISTRIBUTION OF VEHICLE BY FUEL TYPE AND CONDITION



Average Age of Vehicle by fuel type

Year	DIESEL	PETROL	Grand Total
2005	2.8	7.2	5.7
2006	2.3	6.6	5.1
2007	1.5	6.4	4.5
2008	1.4	6.3	4.4
2009	1.5	6.0	4.4
2011	1.1	6.2	4.1
2012	1.3	6.4	4.6
2013	1.3	6.2	4.5
2014	1.8	5.5	4.6
2015	2.3	5.6	5.1
2016	2.7	5.3	5.0
Grand Total	1.7	6.1	4.7



		DIESEL	PETROL					
Row Labels	NEW	USED	TOTAL	NEW	USED	TOTAL		
2005	67%	33%	3,770	10.6%	89.4%	7,014		
2006	74%	26%	4,034	17.1%	82.9%	7,618		
2007	82%	18%	6,017	18.0%	82.0%	8,932		
2008	85%	15%	5,594	16.4%	83.6%	9,202		
2009	84%	16%	5,256	19.8%	80.2%	9,285		
2011	90%	10%	1,649	15.6%	84.4%	2,262		
2012	85%	15%	7,938	13.6%	86.4%	14,166		
2013	87%	13%	3,711	14.1%	85.9%	6,988		
2014	82%	18%	3,428	19.9%	80.1%	10,829		
2015	72%	28%	2,332	10.4%	89.6%	13,207		
2016	66%	34%	2,273	12.1%	87.9%	14,859		
Grand Total	80%	20%	46,002	14.9%	85.1%	104,362		

Engine Displacement by fuel type

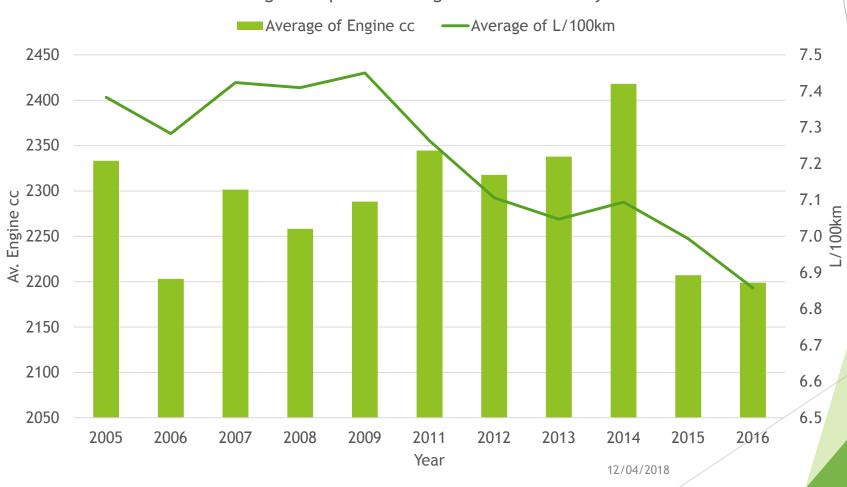


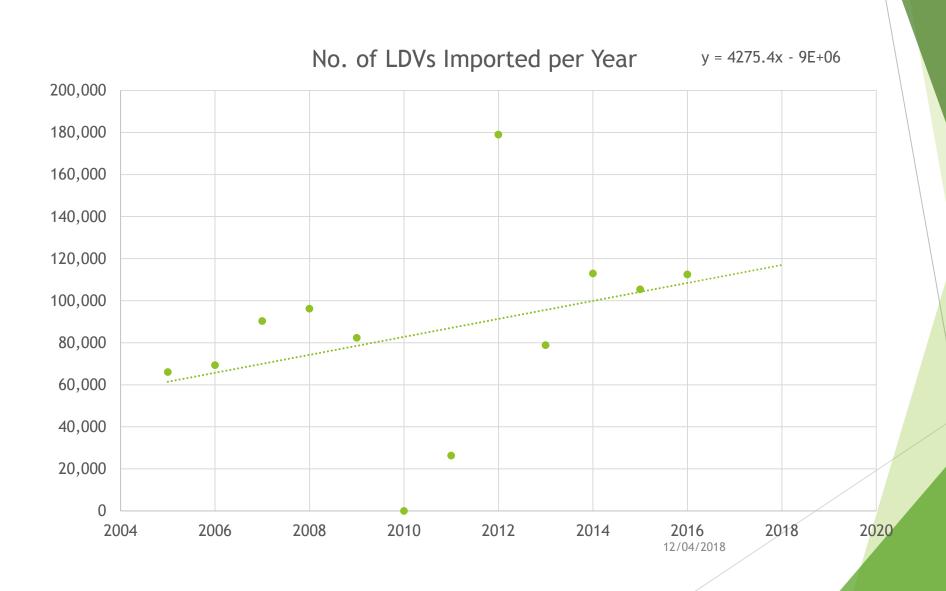
-Average of...

Year	Average Engine cc	Average L/100km
2005	2333	7.4
2006	2203	7.3
2007	2302	7.4
2008	2258	7.4
2009	2288	7.5
2011	2345	7.3
2012	2318	7.1
2013	2338	7.0
2014	2418	7.1
2015	2207	7.0
2016	2199	6.9
Grand Total	2286	7.2
		12 /04 /2018

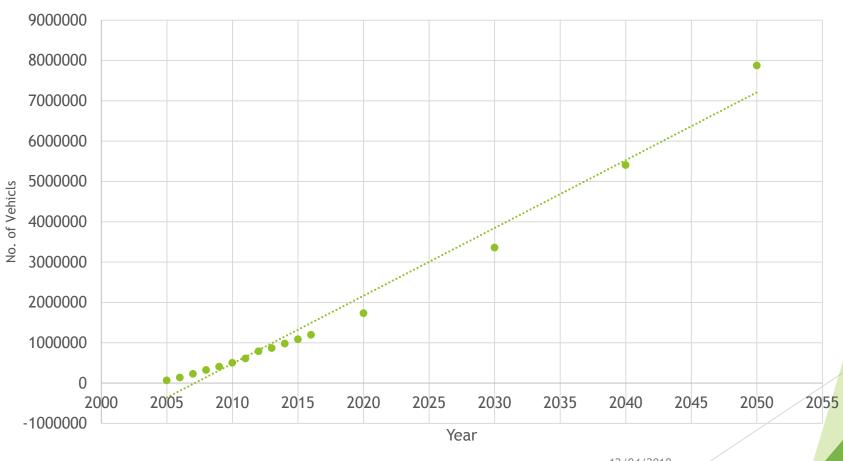
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Engine Displacement against Fuel Economy





CUMMULATIVE NUMBER OF LDVs



YEAR	CUMULATIVE NO. OF LDVs
2005	66,036
2006	135,352
2007	225,664
2008	321,792
2009	404,093
2010	502,714
2011	607,270
2012	786,218
2013	865,053
2014	977,974
2015	1,083,340
2016	1,195,764
2020	1,728,885
2030	3,355,979
2040	5,403,490
2050	7,871,418
	12/04/2018

12/04/2018

CONCLUSION

Ghana imported more petrol fuelled LDVs (104,362) than diesel fuel LDVs (46,002) in 2005 to 2016

The fuel economy of LDVs have been reducing over the years

Only 15% of imported petrol fuelled LDVs are new while 80% of imported diesel fuelled LDVs are new

The fuel economy of new LDVs imported into Ghana from 2005 to 2016 have lower fuel (6.9) than used LDVs (7.4)

The fuel economy of used LDVs less than 5 years is lower than used LDVs greater than 5 years old

Diesel fuelled LDVs have lower fuel economy(7.0) than petrol fuelled LDVs (7.3)



