



SAFER AND CLEANER
USED VEHICLES

ENVIRONMENT



The global vehicle fleet and air pollution

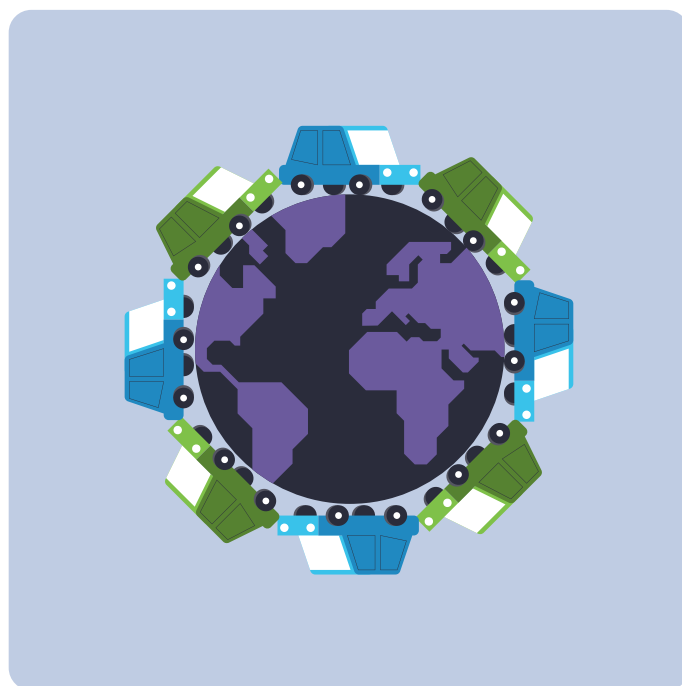
The global vehicle fleet is a **major contributor to air pollution and climate change** as vehicle emissions are a **major source of small particulates (PM_{2.5}) and nitrogen oxides (NOx)**. About one quarter of energy related global **greenhouse gas emissions** are due to the global vehicle fleet. This is set to **increase to one-third by 2050**, growing faster than any other sector.

THE SHARE OF USED VEHICLES

Used vehicles represent an **increasing share of the global fleet** and are the **major reason for growing fleets in low- and middle-income countries**. They therefore play a **major role** in addressing some of the localised transport issues and help **achieving global environmental targets**.

Many of the challenges and solutions for used vehicles are not different to new vehicles, but some are specific to used vehicles, especially when minimum national standards are lacking:

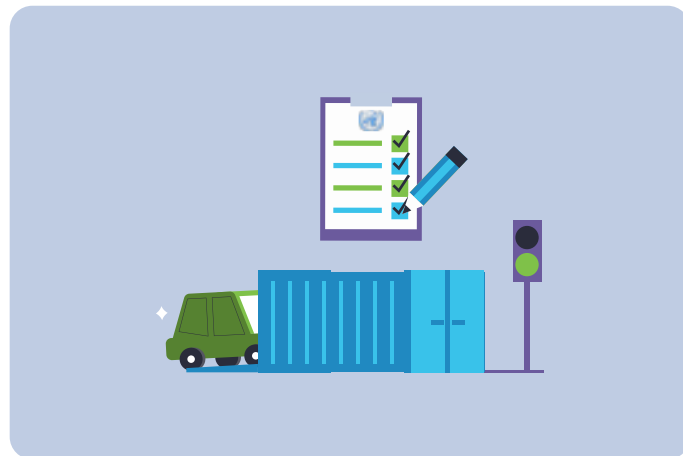
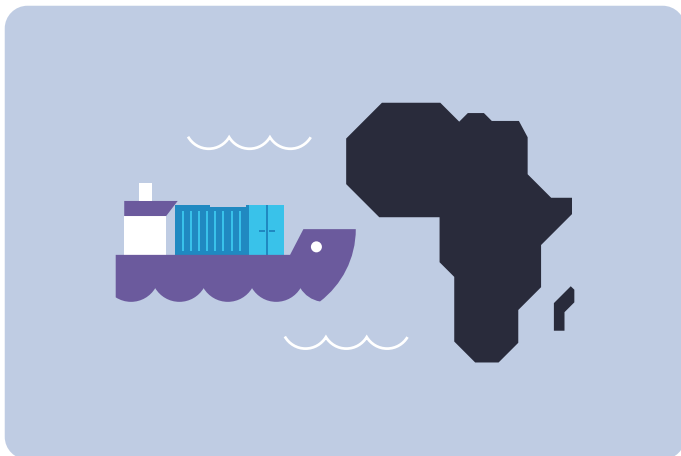
- They often do not meet advanced vehicles emissions standards.
- Many of them date back from before the introduction of vehicles emissions standards or only meet the older standards such as Euro 1 to 3.
- Some have damaged or failing emission-control systems which lead to higher emissions of PM, NOx, CO and Hydrocarbons; and because of vehicle wear and bad maintenance, fuel economy and CO₂ emissions are also negatively affected.



THE ROLE OF EXPORTING AND IMPORTING COUNTRIES

Exporting and importing countries have a shared responsibility to improve and regulate used vehicles to minimize their negative impacts. The rapid growth of exports of used vehicles to developing countries represents a major global challenge to:

- **Clean and safe road transport**
- **The mitigation of air pollution**
- **Climate change**



THE SITUATION IN AFRICA

In Africa, **over 60% of vehicles annually added** to the fleet are imported **used vehicles**. A high percentage of these vehicles are **old and poorly maintained**. Most of them do not have a **valid roadworthiness certificate** at the time of export.

In recent years, African countries have started to **adopt regulations** for used vehicle imports. For example:

- Egypt has banned the import of used vehicles except for electric vehicles up to three years.
- Morocco has an age restriction of five years and requires vehicles to meet a minimum of Euro 4/IV vehicle emission standards.
- Kenya has set a maximum age restriction of eight years.

THE MODEL OF ECOWAS SUB-REGION

Where: In fifteen West African countries, with a total population of more than 400 million.

What: Adopted the first regionally harmonised vehicle regulation for both new and used vehicles in Africa.

Result: As of January 2021, all imported vehicles, both new and used, petrol and diesel, comply to:

- a minimum of EURO 4/IV vehicle emissions standard
- an age limit of five years for light duty vehicles and ten years for heavy duty vehicles, with countries given a 10-year period to comply

Future: Similar initiatives are now under development in East Africa and Southern Africa.



The Safer And Cleaner Used Vehicles Project

GENERAL PURPOSE

To shift the paradigm on the used vehicle trade and facilitate the development of policies and standards on the exportation and importation of used vehicles.

IMPLICATIONS

To put in place regulations, standards, and processes to ensure that countries will only receive quality used vehicles, which will have major road safety benefits, for both vehicle drivers, road users and co-benefits on the environment and economy.

AREA FOCUS

Initially on Africa and will serve as a model that can be replicated in other regions facing similar challenges.

PARTNERS



Steering group (in alphabetical order): AUC, CITA, EAC, ECOWAS, FIA, FIA Foundation, ITF, UNECA, UNECE, UNEP, WHO, exporting and importing representatives

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