

# SAFER AND CLEANER USED VEHICLES



SAFER AND CLEANER  
USED VEHICLES

## Used Vehicles Inspection and Monitoring Framework and Implementation Compliance System

Developed By:





# SAFER AND CLEANER USED VEHICLES FOR AFRICA



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## ACTIVITY 2 – ESTABLISH USED VEHICLES INSPECTION AND MONITORING FRAMEWORK AND IMPLEMENTATION COMPLIANCE SYSTEM

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## EXECUTIVE SUMMARY

This report comprises the findings of the UN Road Safety Project “Safer and Cleaner Used Vehicles for Africa” project, Activity 2, “Establish a used vehicles inspection and monitoring framework and implementation compliance systems. In addition, the key results and recommendations of Activity 1, “Establish used vehicles information sharing system with data support”, of the same project, are also given in this report. The summarised findings and recommendations of Activity 2 are as follows:

- The main exporters to Africa are EU, Japan and USA,
- Africa is a big continent with 54 countries with a diverse status of Traffic Safety initiatives, particularly regarding rules and regulations for the importation and inspections of vehicles for use on Public Roads.
- There are well established regional forums whose mission is to improve the situation of road safety and compliance systems for imported vehicles.
- Due to the diversity and large number of countries, a regional approach is proposed to implement used vehicle import regulations.
- Sub-regions and countries with high ambitions for the implementation of an inspection and monitoring framework should be identified and commit to launching initiatives.
- With commitment in place, it is crucial to set up communication forums with stakeholders in the respective countries.
- It is necessary to establish communication and data exchange forums between exporting and importing countries to access historical vehicle data.
- Data/information platforms for the exchange of vehicle information are available for international use.
- The first activity to be put in place is an action plan and roadmap of the authorities to establish rules and regulations.
- Regulatory requirements are proposed to be based on the framework of the 1958, 1998 and 1997, Geneva Agreements. Equivalences with other regulatory schemes need to be developed.
- With this in place, all the information and support for the implementation of a framework is already in place, in terms of best practice procedures worldwide, such as:
  - Inspection schemes with details on inspection and evaluation of acceptance criteria.
  - Inspection facilities, advice on sizes and layout.
  - Inspection test equipment, specifications and proposals.
  - Training, certification and accreditation, advice of principles and content.
  - Anti-Fraud activities, advice and preventive action plans.
  - Recommendations on the general framework based on current international rules, regulations, standards and recommendations.
  - The legal framework in other countries, advice.
  - Data platforms for exchange of vehicle information, recommendations.
  - Advice and contacts with equipment suppliers.
- The success will depend on finding pilot countries willing to take the Port of Entry Inspection as a challenge with their own belief that this is the way for improvement.



- The carrier must be liable for the arrival of vehicles according to the acceptance criteria and without modifications from the time of shipping.



## 1. INTRODUCTION

Safer and Cleaner Used Vehicles for Africa is a project led by the United Nations Environment Programme (UNEP) and funded by the UN Road Safety Fund (UNRSF) aiming to improve the quality of used vehicles reaching the continent. CITA, the International Motor Vehicle Inspection Committee, participates in the activity by providing its experience and knowledge on whole-life vehicle compliance in general and vehicle inspection in particular.

CITA members are authorities and authorised companies involved in vehicle compliance to ensure road safety and environmental protection.

The increase in the number of motor vehicles in Africa is, on the one hand, a basis for the further economic development of African countries. On the other hand, however, the vehicle fleet in Low to Middle Income Countries (LMIC) is old and inadequate; with the rapid increase in the number of motorised vehicles, road safety and the environment are negatively influenced.

The growth of vehicle fleets in LMICs is mainly based on the import of vehicles from developed countries, mostly used vehicles.

This import of used vehicles is often unsafe and not optimal from an environmental point of view. The vehicles' inadequacy may be related to their conception (fulfilment of general safety and emission requirements at the manufacturing) or their fitness (roadworthiness). CITA's involvement in the project started in December 2020 and is scheduled to end in September 2021. This document is the report of Activity 2 (of 3) to be delivered in June 2021 and needs to be considered along with the reports of those Activities.

Activity 1, "Establish used vehicles information sharing system with data", was reported at the end of March 2021.

Activity 2, "Establish a used vehicles inspection and monitoring framework and implementation compliance systems", is presented in this report.

Activity 3, "Develop a used vehicle quality label/certification system", will be finalised at the end of September 2021.

## 2 BACKGROUND

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\\_13506](https://www.yunbaogao.cn/report/index/report?reportId=5_13506)

