SAFER AND CLEANER USED VEHICLES

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Used Vehicles Information Sharing Systems with Data Support

Developed By: CITA

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SAFER AND CLEANER USED VEHICLES FOR AFRICA

Export of used vehicles from Amsterdam ©ILT 2019

ACTIVITY 1 – ESTABLISH USED VEHICLES INFORMATION SHARING SYSTEMS WITH DATA SUPPORT

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EXECUTIVE SUMMARY

Investigation and analysis of best practice procedures and requirements for exporting countries as well as importing countries have been evaluated.

Amongst investigated procedures, the process for export of vehicles from Japan to New Zealand is analysed and found to be the best developed and most established procedure as it incorporates all steps in the export/import flow. The procedure starts with a thorough inspection before the vehicles even leave Japan and is followed with strict requirements and an inspection based on domestic legal requirements of the importing country, New Zealand.

This procedure would preferably act as a role model for best practice worldwide, with mutual responsibility for both exporting and importing countries.

It should be observed that in New Zealand, there are clear and distinct legal requirements regarding safety and environmental rules and regulations that must be fulfilled before a registration can be issued and the vehicle is ready for use in New Zealand.

As a part of the assurance of acceptable entrance of the vehicle into New Zealand, an inspection upon arrival in New Zealand is carried out.

The available information and data from the regulatory authoritis in Japan for registration on a vehicle arriving in New Zealand is of high quality but so far not available for use on a broader international level.

For any country that has set the rules and requirements for import and registration of the vehicle aimed to be taken into traffic on public roads, data and information for inspection of the fulfilment of these rules must be available for the actual vehicle.

The type of information that should be available is related to Roadworthiness status as a requirement for registration, type-approval information, traffic safety and environmental classification and/or Certificate of Conformity, and a record if a vehicle has been possibly involved in any significant damage.

Of analysed Data-platform EUCARIS is found to be the most preferred platform on a broader international use to share registration data.

EUCARIS is a platform for data exchange within Europe concerning vehicles and vehicle owners and driver. The platform has the possibility to provide information that the recipient country may use to assess the compliance of the vehicles to its import requirements, like age, emission class. For all countries, the history of earlier roadworthiness in exporting countries should be of common interest.

EUCARIS intends to open the availability and access to the platform for countries outside Europe.

DETA, is the database on vehicle approval data hosted by UNECE. Once fully developed, it may provide detailed data about the approval of vehicles, i.e., which requirements fulfilled when designed and produced.

1. INTRODUCTION

Safer and Cleaner Used Vehicles for Africa is a project led by the United Nations Environment Programme (UNEP) and the United Nations Economic Commission for Europe (UNECE), and funded by the UN Road Safety Fund with the aim to improve the quality of second-hand 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.

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

The increase of motor vehicles in Africa is, on the one hand, a basis for further economic development in African countries. However, the vehicle fleet is old and inadequate in low to middle income countries (LMIC); with the rapid number of motorised vehicles increasing, traffic safety and the environment are negatively influenced.

The fleet's growth in the concerned countries is mainly based on importing vehicles from developing countries, most of them used vehicles.

At many times this import of vehicles is of a non-safe and non-optimal environmental status. The reasons related to the unsuitability of vehicles may be related to their design or fitness. As an example, failures in the design may be the lack of safety belts in the rear seats of vans, and defects of fitness would be that those safety belts, when fitted, are no longer usable.

2. BACKGROUND

To improve the situation with a safer and more environmentally friendly vehicle fleet in African countries, requirements on the technical status of imported vehicles in the respective countries are essential. As support of these import regulations, it is also important to set up exporting countries' rules.

In the European Union (EU), a vehicles' legal life contains provisions for type-approval, roadworthiness, and vehicles' end of life, with the corresponding databases and information systems. It becomes essential to make vehicle-specific data available electronically to importing countries. Several different data sources are available on an international basis; however, coordination and access to the various sources are still under development, but there is a firm intention from the data providers to make these sources available for international use.

3. SCOPE AND LIMITATIONS

The CITA involvement in the project starts in December 2020 and is scheduled to finish in September 2021. This report is the deliverable of activity 1, "Establish used vehicle information-sharing system with data support".

The breakdown of this first activity consists of an analysis of information sources, reference and benchmarks, and a proposal for an information-sharing system at the conceptual level.

The analysis of best practice and sources of information has been carried out with the main focus on light duty vehicles, category M1[1]. Principles, in general, are applicable to other types and categories.

4. MATERIAL AND METHODS

Earlier CITA activities have been evaluated as a background, particularly its Recommendation 21, "Port-of-Entry Inspections".

An analysis of New Zealand's System to import used vehicles from Japan as one of the benchmark models has also been conducted.

This deliverable considers the input retrieved from the UNECE webinars on December 18th, 2020 and February 20th, 2021, along with the one organised by CITA on December 16th, 2020.

Another essential source of information has been the web-meetings and interviews conducted with several experts in matters related to the used vehicles' international movement. Details can be found in Annex 3.

The activity includes the analysis of current databases, examples of data availability, and enhancement of the scope to make more efficient control of used vehicles in the import/export process.

5. ANALYSIS OF THE BENCHMARK MODELS OF EXPORTING AND IMPORTING USED VEHICLES

5.1. GENERAL OBSERVATIONS AND INFORMATION

Many activities are ongoing on an international level to limit the export of non-roadworthy and high pollutant vehicles.

A successful approach requires a scheme based on three concepts:

- Requirements for the export of vehicles.
- Requirements for the import of vehicles.
- A reliable information system to transmit vehicle data.

Harmonisation in the three aspects mentioned above will facilitate their implementation and make more efficient the movement of vehicles. That harmonisation should be