



ADDRESSING THE USED VEHICLES MARKET:

*Potential Strategies for Importing and Exporting
Countries to Improve Safety, Fuel Economy and
Emissions Impacts*

UN 
environment



ABOUT THE PCFV

The Partnership for Clean Fuels and Vehicles (PCFV) is the leading global public-private initiative supporting the reduction of vehicle emissions through the promotion of cleaner fuels and vehicles in developing and transitional countries. It is the only global forum dedicated to cleaner air and lower greenhouse gas emissions from road transport through cleaner fuels and vehicles, ensuring and enabling the transfer of technology and knowledge already successfully applied by industry and governments in both developed and developing countries.

Launched in September 2002 at the World Summit on Sustainable Development in Johannesburg, South Africa, the PCFV has representation from both developed and developing country national governments, non-governmental and international organisations, and the fuel and vehicle industries. These partners are a driving force behind the PCFV's accomplishments and successes. An Advisory Group provides guidance on strategic and financial issues and advice on general management. The PCFV's support to countries is mainly coordinated by a Secretariat based at the United Nations Environment headquarters in Nairobi, Kenya.

The PCFV also occasionally establishes working groups to advise developing and transitional countries on specific issues of concern in their pursuit of cleaner fuel and vehicle programs. This report has been prepared by the Used Vehicles Working Group that was established at the 11th Global Partners Meeting to address the used vehicles market and explore options for action to promote cleaner vehicles policies.

For more information about the PCFV, please visit our website: <http://www.unep.org/transport>

The views expressed in this report are not necessarily the opinion of and/or endorsed by all Partners of the Partnership for Clean Fuels and Vehicles

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*A Report of the Used Vehicles Working Group of the Partnership for Clean
Fuels and Vehicles (PCFV)*



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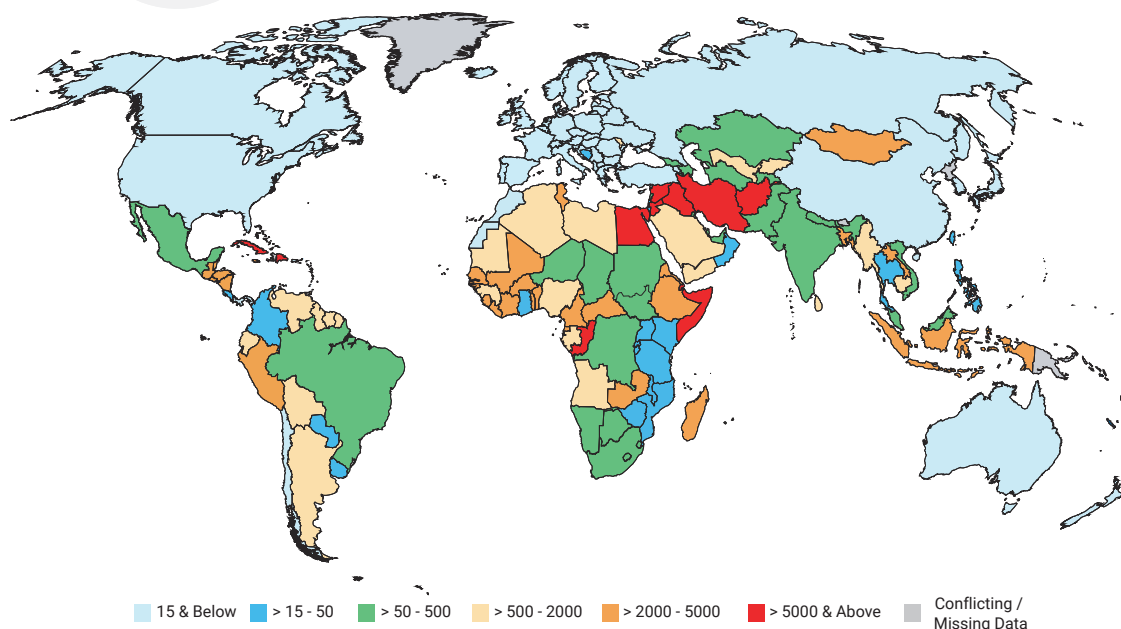
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1. OVERVIEW

The Partnership for Clean Fuels and Vehicles¹ has made significant advancements in its cleaner fuels campaign. Mainly attributed to the Partnership's country support, a global elimination of leaded petrol is now within reach. More countries are equally introducing lower sulphur fuels. The availability of cleaner fuels allows countries to adopt cleaner vehicle technologies. A combination of cleaner fuels and more stringent vehicle emission standards will lead to an optimal reduction in harmful air pollutants and improvements in air quality. However, in many developing and transitional countries, this is not the case. Even as the quality of fuel in these countries improves, obsolete and outdated vehicle technologies continue to be imported through the global second-hand vehicles market that is mainly unregulated.

¹ The Partnership for Clean Fuels and Vehicles (PCFV) is the leading global public-private initiative promoting cleaner fuels and vehicles in developing and transition countries. It brings together 73 organizations representing developed and developing countries, the fuel and vehicle industries, civil society, and leading world experts on cleaner fuels and vehicles. For more information see: <https://www.unenvironment.org/explore-topics/transport/what-we-do/partnership-clean-fuels-and-vehicles>



* Information is in parts per million (ppm)
For additional details and comments per country, visit www.unep.org/transport/

Figure 1: Global Progress towards Low sulphur fuels

Most developing and transition countries do not have vehicle manufacturing capabilities hence rely on import of their entire vehicle fleet. A large percentage of these vehicles are imported as used or second-hand. The global demand for the export of used vehicles from developed countries to developing and transitional countries has grown significantly. The export of vehicles from developed countries is often spurred by stringent vehicle emission standards (along with mandatory motor vehicle inspections and registration/road tax) imposed by their governments. This often makes replacement of in-use vehicles with a newer fleet more attractive.

At the same time, and due to increasing income, used vehicles are offering consumers in developing and transitional countries convenient mobility at a lower cost. If properly addressed, used vehicles could also offer these countries relatively advanced vehicle emission reduction technologies that are already required in the exporting countries, presenting a win-win

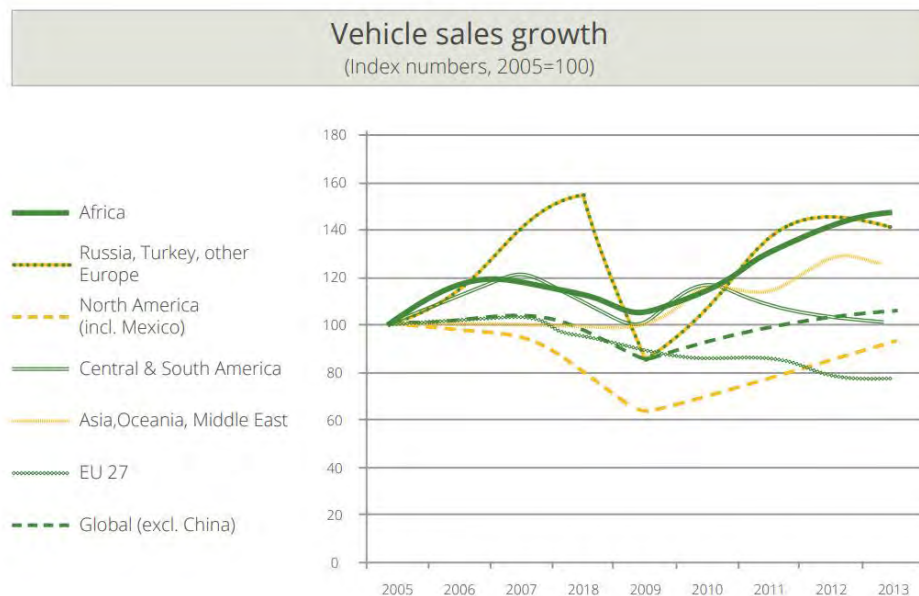


Figure 2: Global Vehicle Sales Growth Rate

situation for both exporting and importing countries. These used vehicles can be much cleaner and more energy efficient than the existing vehicle stock. Vehicles that meet minimum emission standards in exporting markets, when combined with clean fuels and regular maintenance, have the potential to lower the impact of road transport in terms of CO₂ and non-CO₂ emissions in all markets. Regulation therefore is key to controlling the quality of used vehicle imports in line with the importing country's aspirations.

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