Data collection on international used vehicle flows
ECE/TRANS/WP.6/2019/5

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Background – The (increasing) issue

• Owner change sometimes leads to country change
• To avoid demanding inspection tests, export is sometimes more cost effective
• Political landscape in developed countries tends to exclude older vehicles
  • Eg. Low emission zones in many cities
• Concerns raised over polluting and unsafe vehicles being exported to lower income countries

Dirty diesels heading East: Polish edition

New evidence shows 350,000 polluting 2nd-hand diesels were exported to Poland in 2017. There are measures to restrict the influx, says legal analysis.
Problem getting global?

- China the next big exporter?
- Topic is becoming politically sensitive
- Statistics necessary for proper policy implementation and monitoring

- To WP.6, What is the magnitude of the problem?
Background II – existing statistics

• Data not available in trade statistics
• Research level data availability
6-digit HS codes not enough

- 6-digit HS codes not able to segregate used from new vehicles
  - Engine type and size the only disaggregation

<table>
<thead>
<tr>
<th>6-digit HS Code</th>
<th>Engine Type</th>
<th>Cylinder Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>870321</td>
<td>Spark Ignition</td>
<td>&lt;1000cc</td>
</tr>
<tr>
<td>870322</td>
<td>Spark Ignition</td>
<td>between 1000 and 1500cc</td>
</tr>
<tr>
<td>870323</td>
<td>Spark Ignition</td>
<td>between 1500 and 3000cc</td>
</tr>
<tr>
<td>870324</td>
<td>Spark Ignition</td>
<td>&gt; 3000cc</td>
</tr>
<tr>
<td>870331</td>
<td>Compression Ignition</td>
<td>&lt;1500cc</td>
</tr>
<tr>
<td>870332</td>
<td>Compression Ignition</td>
<td>between 1500 and 2500cc</td>
</tr>
<tr>
<td>870333</td>
<td>Compression Ignition</td>
<td>&gt; 2500cc</td>
</tr>
</tbody>
</table>

- Some countries report beyond (US, EU), to be able to identify new vs used vehicles (Sweden to present their experience)

- No report on age or other characteristics of used vehicles
Policies in place

• Mainly age-based restrictions
• Many (car-producing) countries have ban of imports of used cars
• Is age the appropriate metric?
Objective

• Get better data to deploy a global policy agenda to monitor used vehicle flows, based on the performance of the vehicle, not only age:
  • Safety: passive and active safety systems fully operational: brakes, seat belts, airbags,…
  • Environment: presence and adequate operation of emission control systems: catalytic converter, particulate filters,…

• Have a sustained data collection procedure to assess the effect of the policy entering into force:
  • On the number of vehicles traded
  • On the specifications/age/conditions of the vehicles traded
Next steps

• WP.6 secretariat to develop a questionnaire on the data collection of used vehicle exports/imports:
  • Level of details (technical specifications) of new registrations (including new and used vehicles)?
  • Description of the de-registration process for exporting used vehicles
    • Scrappage vs export?
  • Description of the registration process of importing used vehicles
  • Latest insights from your governments?

• Looking for pilot countries to initiate international project on the topic
Working Party on Transport Statistics
Geneva, room XXV
12 – 14 June 2019
Agenda Item 5(d)

Thank you

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