



INLAND TRANSPORT COMMITTEE



SAFER AND CLEANER USED VEHICLES FOR AFRICA

A project funded by the UN Road Safety Fund

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Safer and Cleaner used Vehicles for Africa

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■ The issue

Used vehicles traded from high-income Countries to Africa

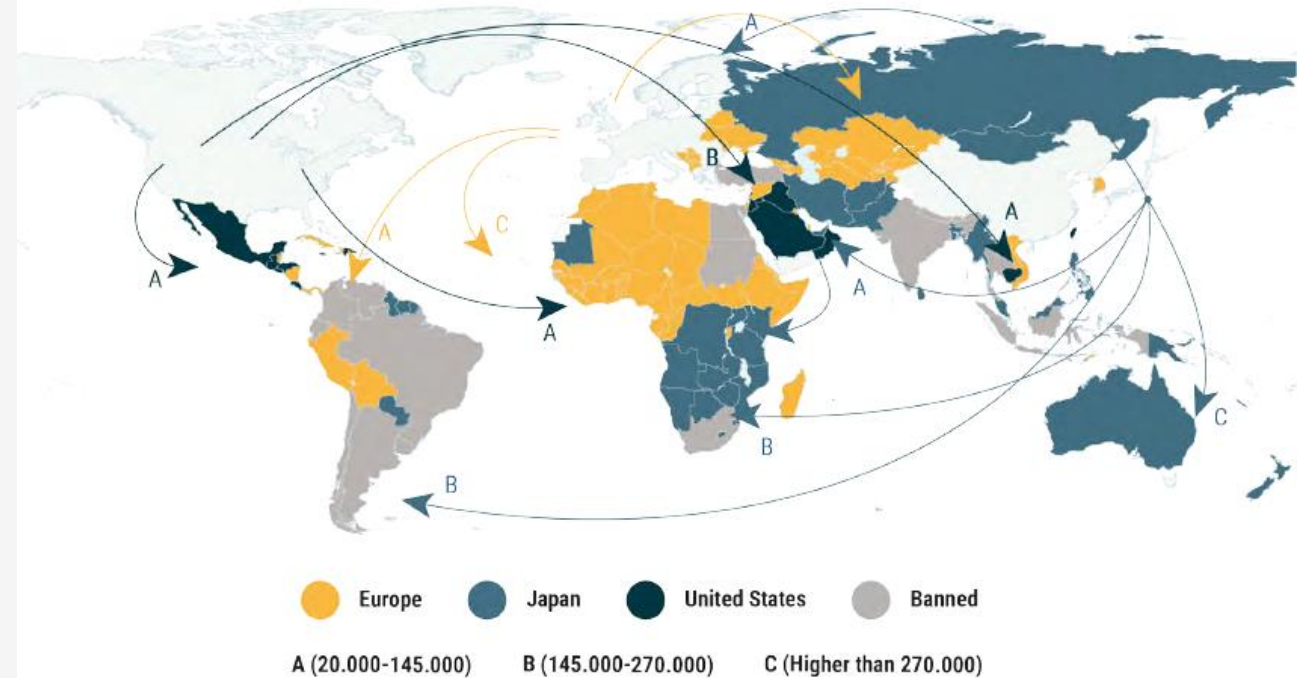
- High age
- High mileage
- Not roadworthy
- Highly polluting
- Key components dismantled (Air-bags, Catalytic converters, tyres, ...)



Source ILT (Oct 2020)

MAP 1

Used Light Duty Vehicles Quantity and Flow to Main Destination Markets from the EU, USA, and Japan (2017)



Source: UNEP, based on data collected from major exporters, 2017

Safer and Cleaner used vehicles for Africa

Main objectives



“The objective of the project is to put in place regulations, standards and processes to ensure that Africa will only receive quality used vehicles, which will have major road safety benefits, for both car drivers and other road users, and co-benefits on the environment and economy”

- Engaging exporting and importing countries in common set of requirements for cross border used vehicles exchange
 - Vehicle met minimum safety and environmental performance when new (vehicle fitted with minimum set of technologies / met certain legal requirements)
 - Vehicle operation still adequate when exported (roadworthiness still adequate)
- Vehicle to not leave exporting country if requirements not met (Shared burden)
- Harmonize the requirements at the regional level to minimize (geographical, transit country) loopholes
- Deployment of PTI tests for cross border trade
- Relying on digital information exchange between exporting, (transit), and importing countries

Many elements to be agreed upon



- What level of performance needed when vehicle was new
 - Safety: Approved according to recommended Minimum UN Regulations to make a difference in road safety
 - Environment: African regions decided to opt for EURO 4 level (e.g. ECOWAS)

- How to make sure the vehicle operates as it should
 - PTI at export for all vehicles: harmonized PTI test (not older than 8 weeks)
 - Random or systematic PTI at import side
 - Evidence vehicle condition (Adding pictures to the test report)

Topic	Passenger cars	PTWs	Commercial vehicles
	UN Regulation	UN Regulation	UN Regulation
Active safety			
Brakes	R13 H (incl. ABS)	R 78 (incl. ABS) GTR 3	R 13 (incl. EVSC)
Electronic Stability Control	R 140 GTR 8		
Steering	R 79		R 79
Tyres	R 30/ GTR 16	R75	R 54
Mechanical couplings			R 55
Passive safety			
Helmets		R22	
Safety belts anchorages	R 14		R 14
Safety belts	R 16		R 16
Seats/ head restraints	R 17, R 25/ GTR 7		
Frontal collision	R 94		
Lateral collision/ pole side impact	R 95, R 135/ GTR 14		
Pedestrian safety	R 127/ GTR 9		
Child restraints	R 44		
Electric PTW safety		R 136	
Cabs strength			R 29
General safety			
Buses and coaches			R 107
Safety glazing	R 43/ GTR 6		R 43
Devices for indirect vision			R 46
Underrun protection			R 58 R 93
Lighting and light installation			
Installation of lighting	R 48	R 53, R 74	R 48

Activities

Meetings organized so far



On the Exporting Side

■ 1st Stakeholders Meeting of Exporting Countries

The first meeting held virtually on 18th December 2020 with over 50 participants, and it focused on the regulatory frameworks for cross border exchange and digital data exchange to prevent the falsification of vehicle documentation

Draft Decision:

- i. There needs to be a Proper definition of what an End-of-Life Vehicle (ELV) is
- ii. Vehicle registration data as well as periodical technical inspection (PTI) certificates need to be digitized to prevent document falsification.
- iii. Importing countries need to set in place legislation that only allows the importation of quality used vehicles (also for new vehicles)

Activities

Meetings organized so far



On the Exporting Side

■ 2nd Stakeholders Meeting of Exporting Countries

The second meeting held on 22nd February 2021 with about 40 participants in attendance. This workshop focused on minimum performance requirement of a vehicle at the time of construction and minimum performance requirement before it is exported.

Draft Decision:

- i. There needs to be a harmonized approach between exporting and importing countries on what can be exported and imported.
- ii. At the time of export, a valid roadworthiness certificate and valid recognition of this certificate on importing countries

Activities

Meetings organized so far



- **Importing Side (Africa)**

(ECOWAS) Economic Commission of West African States recently adopted the importation of only Euro 4 vehicles and placed an age limit of 5 years for Light duty vehicle (LDV) and 10 years for heavy duty vehicles (HDV).

EAC (East African Community)

The EAC is also in process of setting minimum standards for importation of used vehicles, after which each country will work towards passing these standards into legislation.

ARSO

African standardization organization has the principal mandate to harmonize African standards to promote international and inter African trade. Has been working on a harmonized minimum requirement for the importation of vehicles into the continent (new and used vehicles)



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Thank you!