



ACTIVITIES OF SAFER AND CLEANER USED VEHICLE FOR AFRICA PROJECT

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BACKGROUND TO THE PROJECT

More than 90% of road crashes take place in low-and-middle income countries with Africa having 246,000 deaths each year

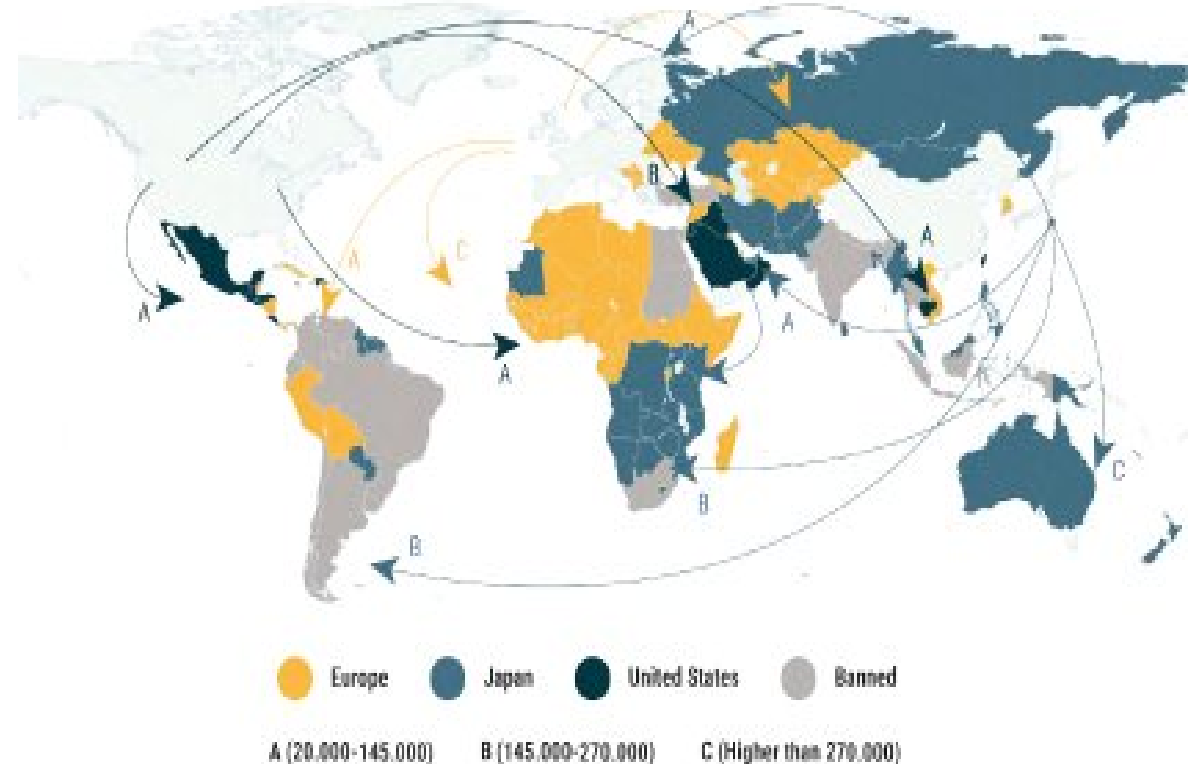
2015 – 2018: Euopre, USA and Japan were leading exporters with 40% of the worldwide import going to Africa

By 2050, African vehicle fleet is expected to rise by 5 times its present amount

In Africa 45 out 54 (as at 2019) countries have very weak or no regulations guiding the importation of used vehicles

No global harmonization to control quality of used vehicles for import/export

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

Project Aims and Benefits



To ensure countries in Africa only receive quality used vehicles that will have environmental and safety benefits as well as co-economic benefits

To develop and harmonize minimum requirements between importing and exporting countries for the trade of used vehicles

Establish a digital framework for the exchange and sharing of vehicle information and data between importing and exporting countries

Build a model that can be utilized in other importing regions



ELEMENTS TO BE AGREED UPON



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

■ How to ensure export of quality used vehicles

- Valid PTI at export for all vehicles: harmonized PTI test (not older than 8 weeks)
- Random or systematic PTI at import side
- Digital framework has updated

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



SAFER AND CLEANER
USED VEHICLES

ACTIVITIES TILL DATE



Exporting Side

Successfully organized two exporting stakeholders' workshop for sensitization and to introduce expected minimum requirement of used vehicles that can be exported

Has commenced definitions of requirements before exporting a vehicle

Importing Side

First workshop with importing countries and stakeholders

15 Ecowas Member States, adopted a unified minimum import requirement of Euro 4/IV vehicles less than 5 years with a valid roadworthiness certificate

6 Member States of the EAC adopted a unified minimum import requirement of Euro 4/IV vehicles

CITA

Has defined recommendation to establish used vehicles information sharing system with data support

Has also commenced the definition to establish a used vehicles inspection and monitoring framework and implementation compliance system

IN CONCLUSION



Importing/Exporting regions and stakeholders should work together to harmonize and adopt minimum requirements for exporting and importing used vehicles

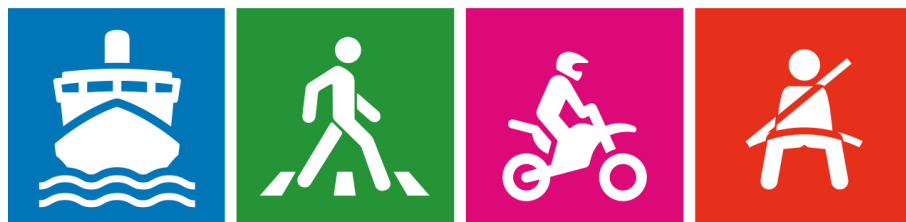
Implementation of project process should not affect rapidly, the vehicle fleet but gradually phase out the use of poor quality vehicles while making available, quality used vehicles

Adopted standards are not too stringent and allows easy transition to minimum standards

Vehicles produced in accordance with UN Agreement will meet these minimum safety and environment requirement

Related to a Valid Roadworthiness test, the 1997 Agreement makes provision for the expected maintenance requirement for passing the test

End of Life Vehicle Directive makes provision to ensure all vehicles that have reached their End of life (ELV) operations, are appropriately dismantled or recycled in the most environmentally friendly manner



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Considerations to WP.29



WP.29 may wish to consider taking a leading role on vehicle regulatory elements in the area of vehicle safety and environmental protection for regions of low- and middle-income countries

To make this operational, an informal working group could be established under WP.29

Thank you