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: Europe, 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 of 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
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.
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
**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.
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.
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