



United Nations
Economic Commission for Africa

An African Perspective on Used Vehicles

Robert Lisinge

Chief, Energy, Infrastructure and Services Section



Addis Ababa, Ethiopia

Outline

- ECA's engagement and perspectives on used vehicles
- Current situation of used vehicles in Africa
- Implications of the African Continental Free Trade Area (AfCFTA) for importation of used vehicles
- African Road Safety Action Plan (2021-2030) and used vehicles
- Ongoing efforts to address challenges related to used vehicles
- Conclusions

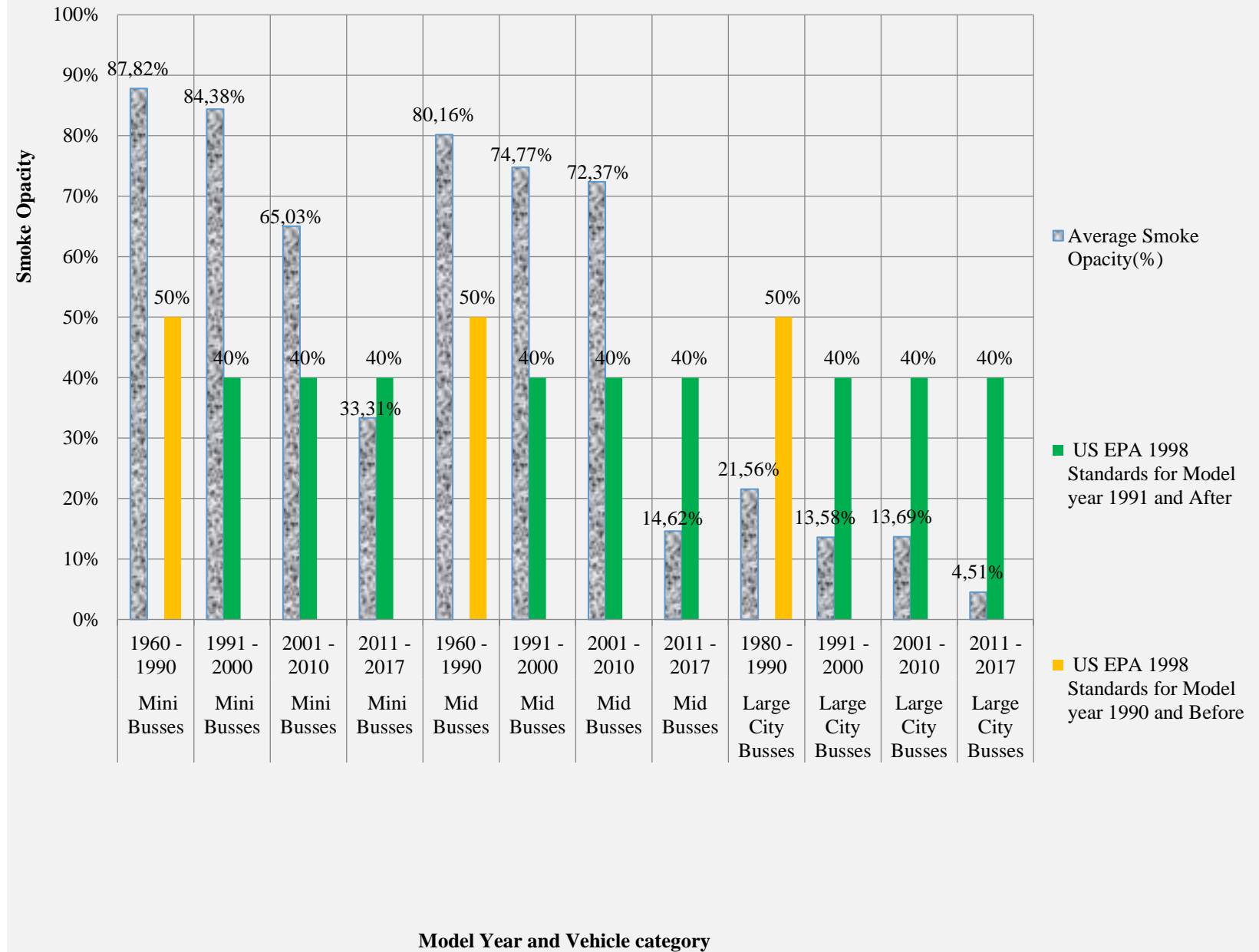
**ECA's
engagement and
Perspectives on
used vehicles**

- Growing number of used vehicles in Africa poses road safety and environmental challenges
- Major preoccupation of ECA over the years
 - Component of Road Safety Performance Reviews
 - Addressed through Decades of Action for Road Safety
 - Africa's Post-2020 Strategic Directions for Road Safety
 - Kofi Annan Road Safety Award
- Collaboration on UN Road Safety Fund Project

**Current situation:
Share of used
vehicle in Africa
is large and
growing**

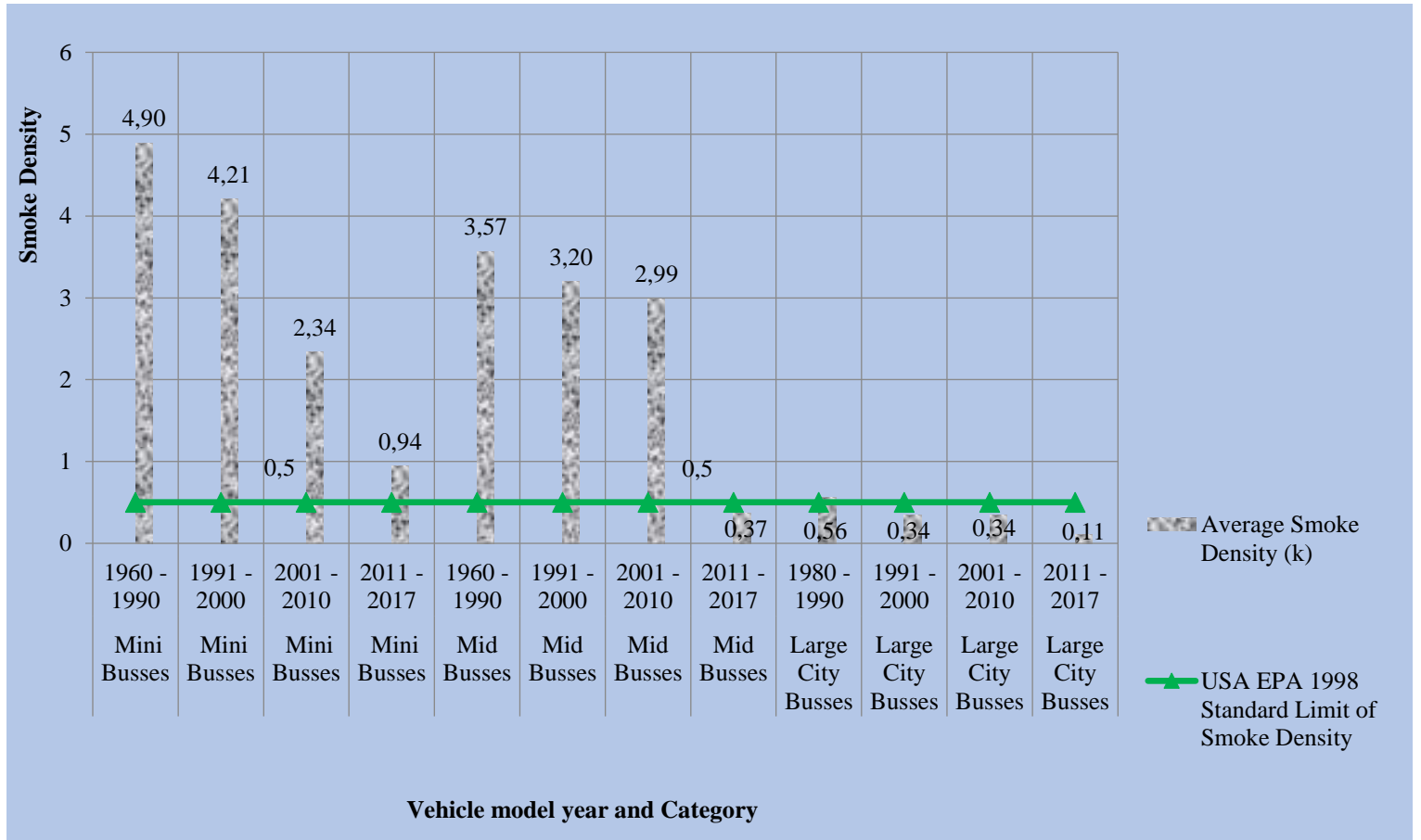
- **Cameroon:** vehicle fleet increased from 210,000 in 2010 to 675,000 in 2014 (more than tripled)
- **Uganda:** 95% of fleet consists of relatively inexpensive used vehicles imported from Asia
- **Ethiopia:** used cars constitute 85% of vehicle fleet
 - Country imported 135,457 vehicles in 2019, 30,834 more vehicles than in 2018.
 - Average age of imported vehicle rose from 15.5 years in 2000 to about 20 years in 2016 (> 25 %)
- **Zimbabwe:** No. of registered vehicles increased by 33.3% between 2010 and 2014, from 800,000 to 1, 2 million
 - Rose by 47.5% between 2010 and 2019, from 800,000 to 1,524,523.

Smoke opacity of public transport vehicles in Addis Ababa depends on their size and age (Source: Kebede, Tulu & Lisinge, 2021)



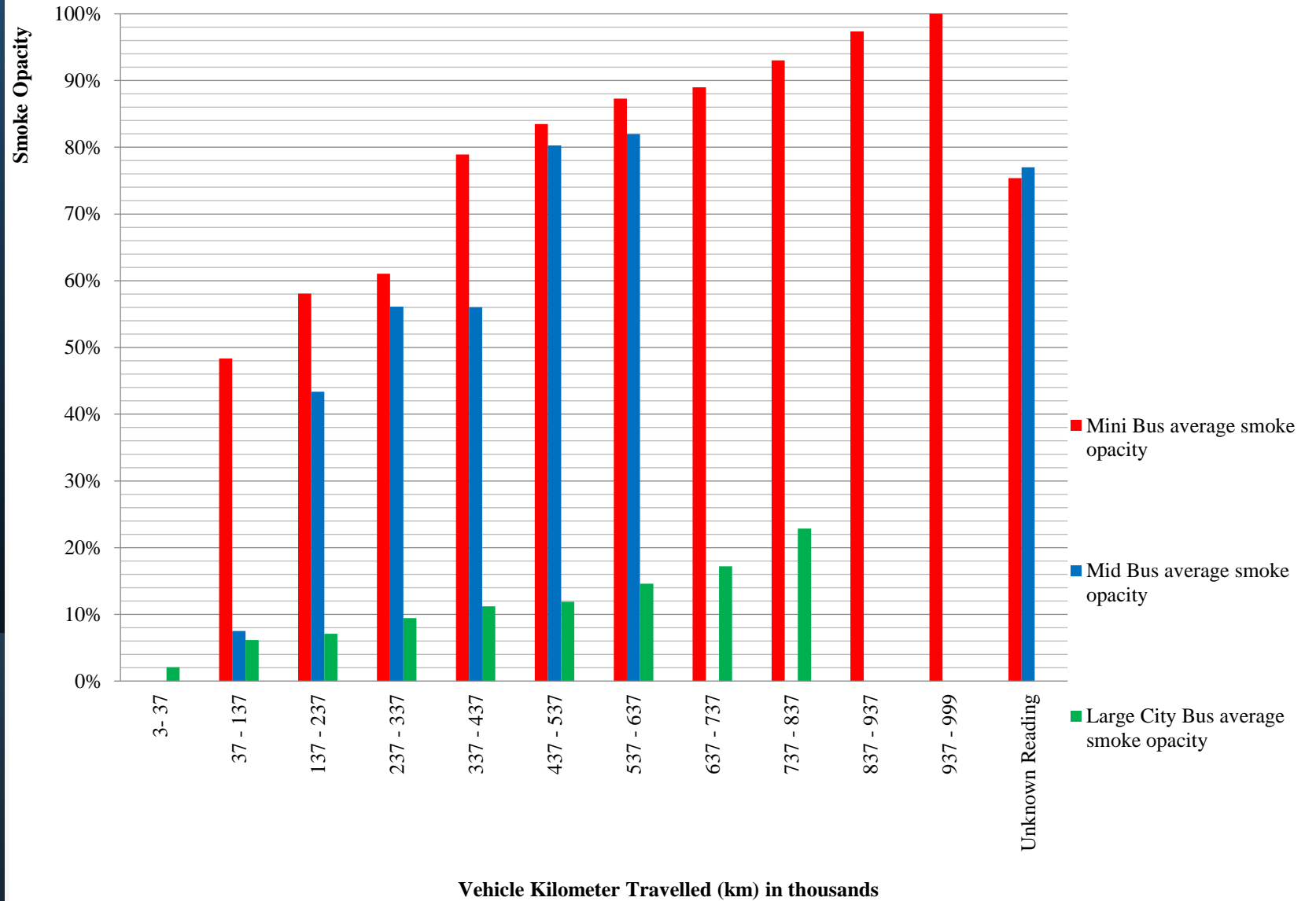
Smoke density of mini buses and mid-size buses in Addis Ababa higher than USA EPA Standard

(Source: Kebede, Tulu & Lisinge, 2021)



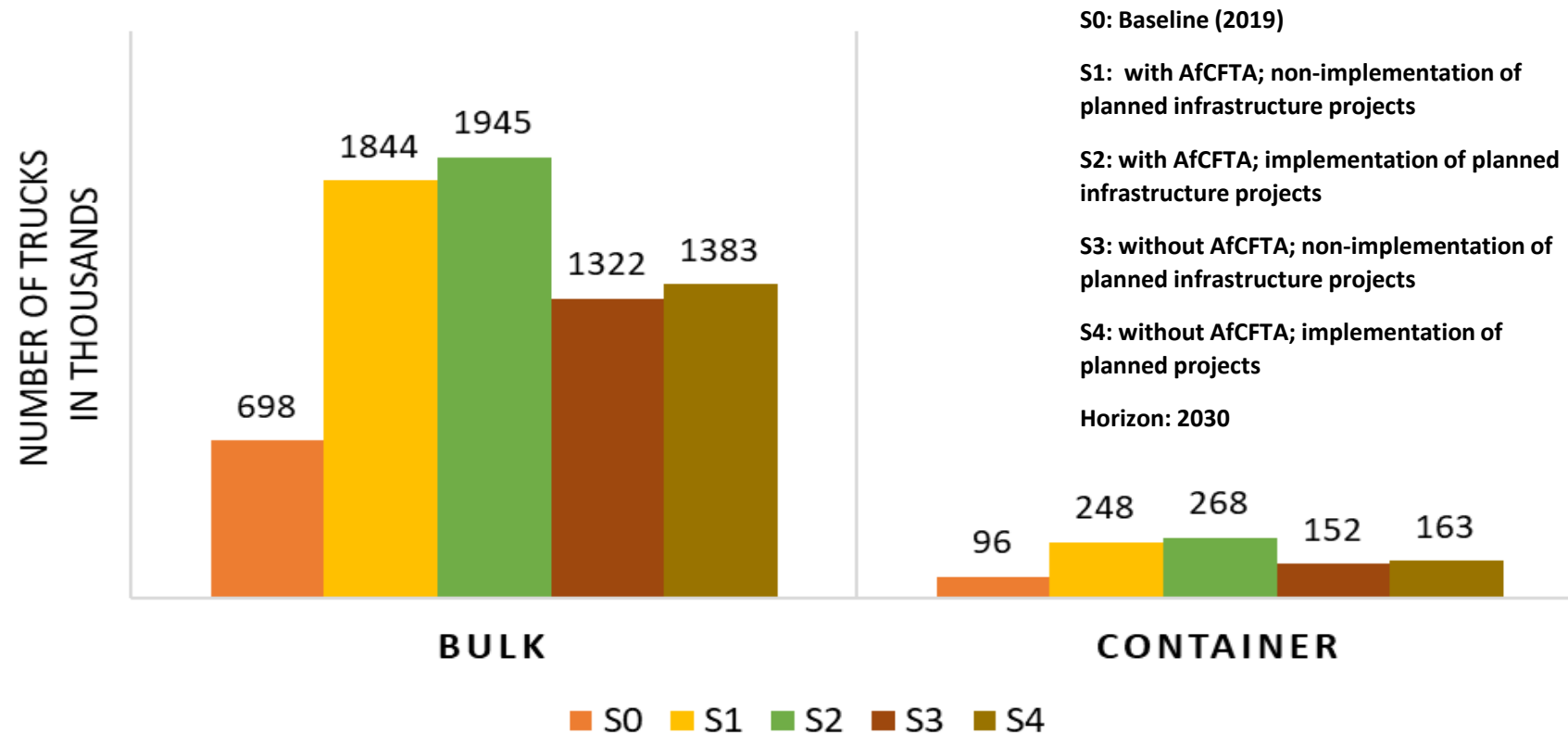
Emissions of public transport vehicles in Addis Ababa are related to distance travelled

(Source: Kebede, Tulu & Lisinge, 2021)



AfCFTA requires over 2 million trucks. This would have serious road safety and environmental implications, in the absence of strong regulation on used vehicles (Source: ECA, 2022)

ROAD MODE



Number of trucks in thousands according to the scenario by type of load



**African Road
Safety Action Plan
has
recommended
actions on used
vehicles**

- Introduce incentives for importation of safer vehicles
- Vehicle standards and safety ratings for new and used vehicles
- Establish a reliable system for regular technical controls and inspections
- Vehicles produced for every market should be equipped with recommended levels of safety performance, and incentives should be provided for use of vehicles with enhanced safety performance
- Regulations for the export and import of used vehicles that are accompanied by inspections at entry and exit points, and mandatory periodic technical inspection of vehicles
- Building demand for safer vehicles by encouraging independent new car assessment programs



Ongoing efforts to address vehicle safety in Africa

- Vehicle inspection stations exist in African countries
 - But rural areas are not sufficiently covered
- Frequency of inspections differs for private and public service vehicles, generally
 - Higher for public service than private vehicles
 - Commercial vehicles tested every six months in several countries
- Private sector increasingly involved in vehicle inspections
- Many countries (Uganda, Ghana, South Africa, Cameroon, etc.) introduced policies to involve the private in vehicle inspection.

Incentives for importation of used vehicles

- Age limits on imported vehicles
 - Senegal (5 years for cars/8 years for trucks); DRC (10 years); Botswana and Namibia (5 years).
- Tax policies also used to discourage importation of old vehicles (Ethiopia)
- Vehicles that fail tests elsewhere not allowed to enter Nigeria
- Vehicles tested before being imported to Swaziland
- SADC developed vehicle inspection standards for member States; used in Zambia.

Conclusions

- Regulating sale of used vehicles must be accompanied by strong enforcement regime
 - Useless to have strong regulations that are not enforced
- Regulating sale of used vehicles strengthens cooperation between road safety and environmental stakeholders
 - Creates “win-win” partnership towards achievement of SDGs



THANK YOU!